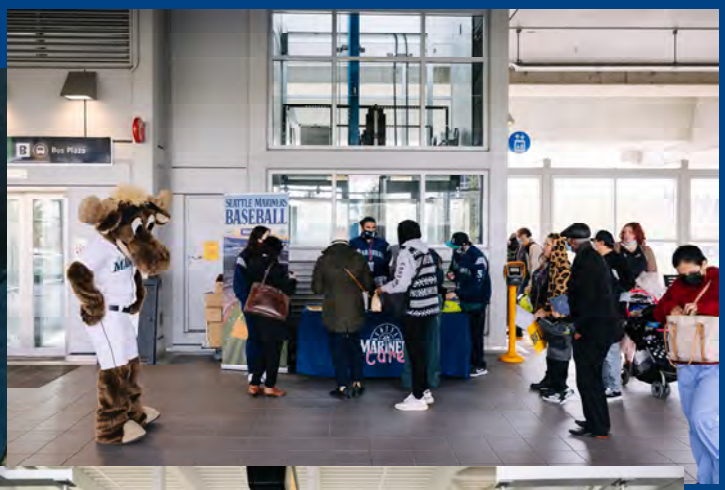
Agency Progress Report
Capital Programs







Transportation to MLB All-Star Week, July 7th - 11th

Sound Transit ambassadors and security personnel welcomed passengers during All-Star Week.

July | 2023

SOUNDTRANSIT

Prepared by Project Controls | Portfolio Services Office

Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and ST financial reports, actual cost data presented in the APR may not match quarterly budget reports or annual financial statements. However, the actual cost data is reconciled to the financial information on a regular basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Aniekan Usoro at (206) 398-5000.

The Agency Progress Report can also be found on the web at http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports.

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Agency Progress Report

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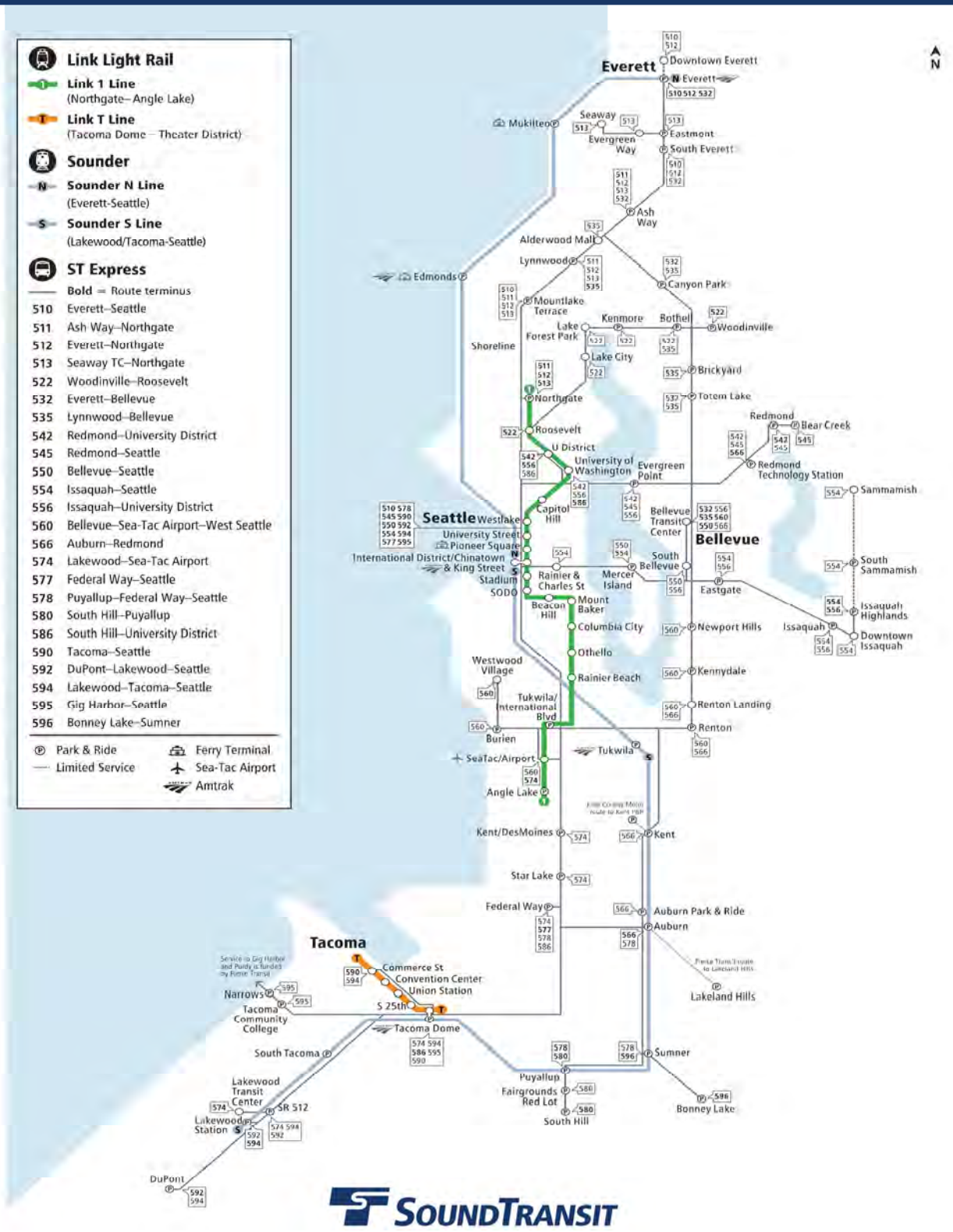
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CHIEF EXECUTIVE OFFICER
Julie E. Timm

Sound Transit Current Service



Sound Transit future service



Additional service and record breaking ridership for All-Star week and Taylor Swift concerts.

Sound Transit posted all-time high Link ridership numbers as we welcomed an influx of riders for both Major League Baseball's All-Star week from Friday, July 7 through Tuesday, July 11 and for the Taylor Swift concerts Saturday, July 22 and Sunday, July 23.

We had more than 100,000 daily Link riders during the All-Star week and 130,000 daily riders for the Taylor Swift Concerts.

We were ready for prepared for the extra passenger loads and ran additional service on Link light rail as well as special Sounder trains, while providing free Link, Sounder, and ST Express buses on Monday, July 10 and Tuesday, July 11.

We had extra security personnel and Sound Transit staff volunteer ambassadors at stations to help passengers during both All-Star week and the Taylor Swift concerts.

Simulated service to begin on Hilltop Tacoma Link Extension

In mid-July, in preparation for starting new revenue service on our Hilltop Tacoma Link extension—a 2.4-mile addition that will double the current T Line, including one relocated station and six new stations—we started running test on the entire length of the T Line from Tacoma Dome to the Hilltop District every 20 minutes.

Passengers headed north on our existing T Line service from had to de-board at the old Commerce Street/new Theater District station.

Russ Arnold named Deputy CEO, Chief Service Delivery Officer

Russ Arnold, who joined Sound Transit in 2018 as the Agency's first Chief Customer Experience Officer, took on the new role of Deputy CEO and Chief Service Delivery Officer this month. In this newly created role, Arnold will oversee the rider experience through the Sound Transit system as well as external system operations and maintenance.

Federal delegation secures funding

U.S. Congressman Adam Smith (WA, D-9) and Congresswoman Suzan DelBene (D-WA, 1) secured Community Project Funding to support two ST projects. Congressman Smith successfully included $500,000 for the South Renton Transit Center and Congresswoman DelBene secured $500,000 to support the design for the Ash Way Station within the Everett Link Extension.

Additionally, the U.S. Senate Appropriations Committee completed their work on the Transportation Appropriations legislation in committee, and Senator Murray secured $3 million in federal funding for the Ballard Link Extension and an additional $3 million for West Seattle Link Extension.

Progress Report
Link Light Rail Program



Link Light Rail leaving Mount Baker Station

July | 2023

Prepared by Project Controls I Portfolio Services Office

Sound Transit Link light rail

Current service and future extensions



Ballard Link Extension: The project includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Downtown Redmond Link Extension: The project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: The project expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center.

Everett Link Extension: The project adds six Snohomish County stations to the growing light rail network. The 16.3 mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Federal Way Link Extension: The project extends approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/ Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Graham Street Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Hilltop Tacoma Link Extension: The project extends approximately 2.4 miles to the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, Downtown Redmond, and Federal Way Link Extensions. The Sound Transit Board in April 2017 amended the project baseline to support all five projects.

Lynnwood Link Extension: The project extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

North Corridor Maintenance of Way: The project will construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. A temporary facility will be established to support the timing of pre-revenue service on the Lynnwood Link Extension with plans underway for the permanent facility.

Series 3 LRV: The project includes the design, manufacturing, inspection, testing and delivery of approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

Tacoma Dome Link Extension: The project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle Link Extension: The project includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River.

Program Budget

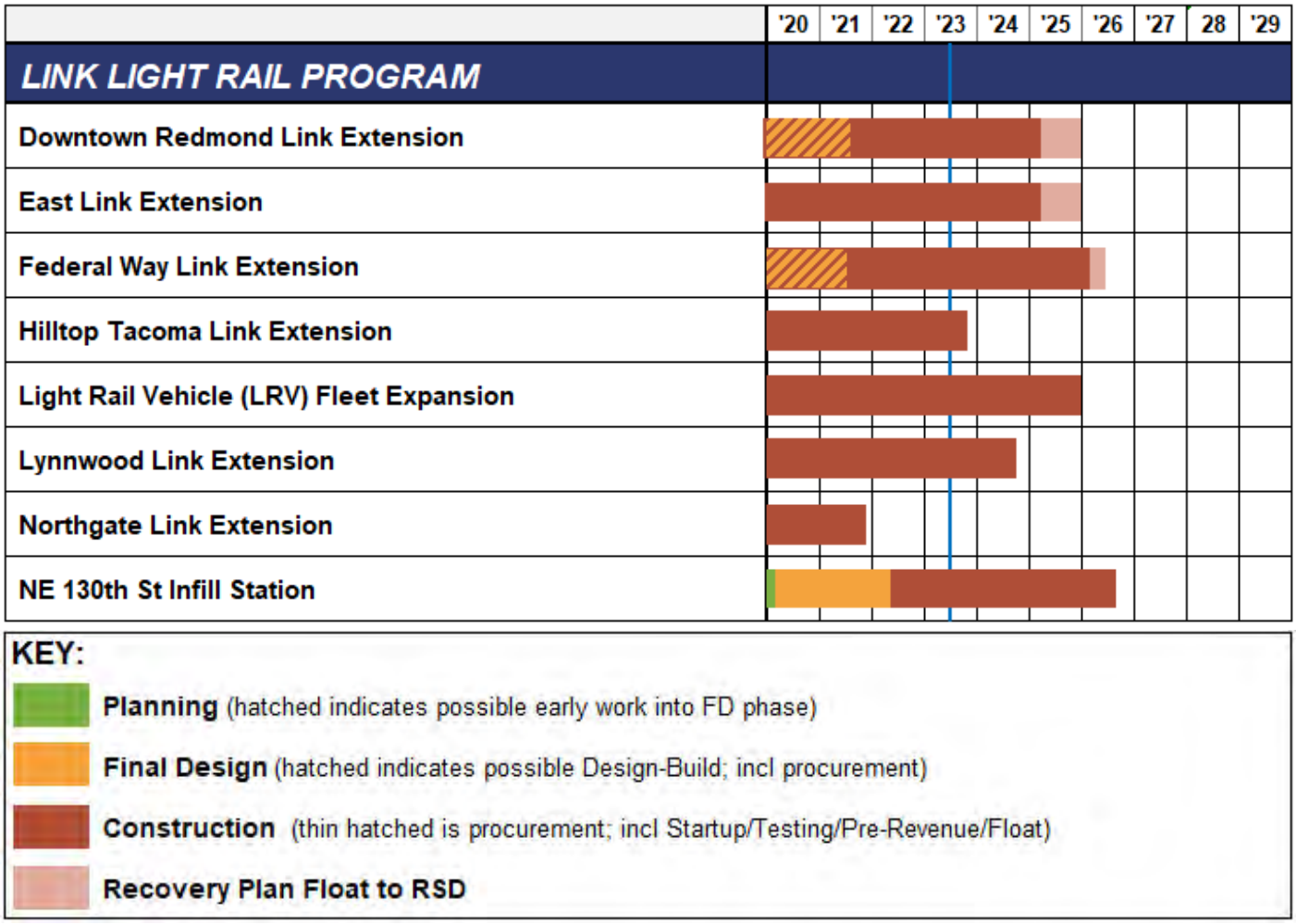
Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	$630.6	$164.3	$121.1	$630.6	$0.0
Boeing Access Rd Infill Station	$8.6	$0.1	$0.1	$8.6	$0.0
Downtown Redmond Link Extension	$1,530.0	$1,028.5	$830.9	$1,530.0	$0.0
East Link Extension	$3,677.2	$3,390.9	$3,315.1	$3,677.2	$0.0
Everett Link Extension	$196.9	$28.9	$27.6	$196.9	$0.0
Federal Way Link Extension	$2,451.5	$2,017.8	$1,619.8	$2,383.5	$68.0
Graham St Infill Station	$2.9	$0.1	$0.1	$2.9	$0.0
Hilltop Tacoma Link Extension	$282.7	$273.2	$267.9	$282.7	$0.0
Light Rail Vehicle (LRV) Fleet Expansion	$740.7	$691.1	$531.0	$740.7	$0.0
Lynnwood Link Extension	$2,771.6	$2,570.0	$2,331.7	$2,731.6	$40.1
NE 130th Street Infill Station	$240.2	$60.0	$41.8	$240.2	$0.0
North Corridor Maintenance of Way	$32.0	$3.4	$2.5	$32.0	$0.0
Series 3 LRV	$33.0	$0.2	$0.2	$33.0	$0.0
Tacoma Dome Link Extension	$299.1	$121.0	$77.8	$299.1	$0.0
West Seattle Link Extensions	$225.0	$50.9	$35.5	$225.0	$0.0
Total	**$13,122.2**	**$10,400.4**	**$9,203.0**	**$13,014.2**	**$108.1**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Target (Affordable) * Service Year	Anticipated Service Year
Central Corridor			
Ballard Link - Denny to Smith Cove	2035	2037	2039
Ballard Link - Smith Cove to Ballard	2035	2037 (2039)	2039
Graham St. Infill Station	2031	2031	2031
West Seattle Link - SODO to Alaska Junction	2030	2032	2032
East Corridor			
Downtown Redmond Link Extension	2024	-	2025
East Link Extension	2023	-	2025
S Kirkland - Issaquah Link	2041	2041 (2044)	2041
North Corridor			
Everett Link - Lynnwood to SW Everett (no parking)	2036	2037	2037
Everett Link - parking	2036	2046	2046
Everett Link - SW Everett to Everett	2036	2037 (2041)	2037
Lynnwood Link Extension	2024	-	2024
NE 130th St. Infill Station	2031	2025	2026
North Corridor Maintenance of Way	-	-	2027
South Corridor			
Boeing Access Rd. Infill Station	2031	2031	2031
Federal Way Link Extension	2024	-	2026
Hilltop Tacoma Link Extension	2022	-	2023
Tacoma Community College Link Extension	2039	2039 (2041)	2039
Tacoma Dome Link - parking	2030	2038	2038
Tacoma Dome Link (no parking)	2030	2032	2035
Systemwide			
Ballard Link: 2nd Downtown Tunnel	2035	2037	2039 ***
LRV Fleet Expansion	2024	-	2025 **
OMF North	2033	2034	2034
OMF South	2028	2029	2032
Series 3 LRV	2032	-	2035 **

** The Affordable Schedule shown in parenthesis, if different from Initial Target Schedule. The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

*** Represents Conditional Acceptance.*

**** Correction. Last month this was incorrectly reflected as 2037.*

Project Summary

Scope

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS included alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase

Planning

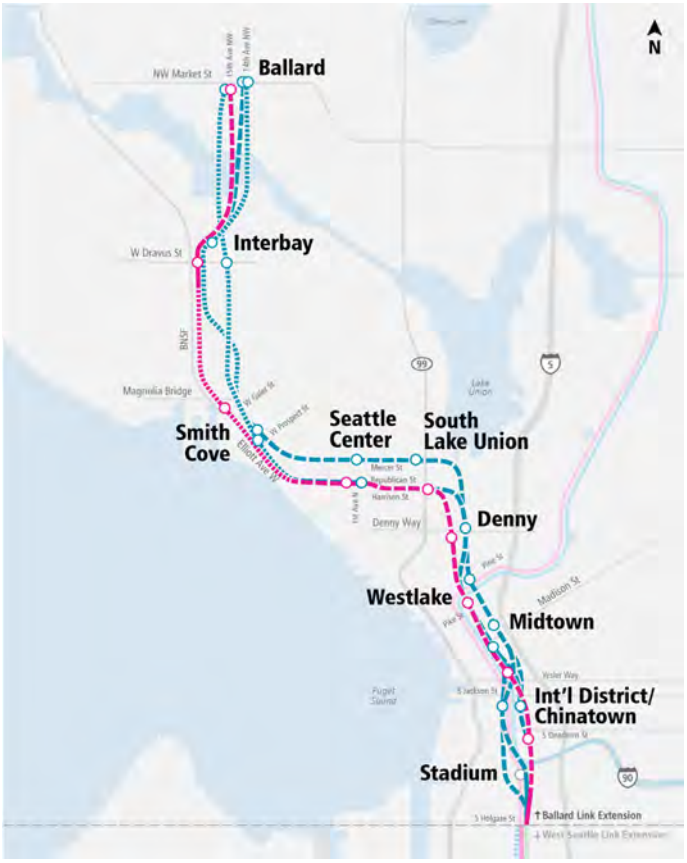
Budget

$630.6 M through completion of Preliminary Engineering

Schedule

Target date: 2039

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to further environmental review and conduct Preliminary Engineering for the preferred alternative identified by the Board.
- Continued engagement with partner and regulatory agencies, community and stakeholder groups and property owners regarding areas of further study, environmental process and next steps.
- The Board modified the preferred location at Denny Station to the Denny Westlake Shifted North alternative for the Environmental Impact Statement.

Project Cost Summary

The Ballard Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2026.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $67M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$40.6	$32.8	$32.8	$40.6	$0.0
Preliminary Engineering	$235.8	$125.1	$83.4	$235.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$4.4	$0.0	$0.0	$4.4	$0.0
3rd Party Agreements	$7.7	$2.7	$2.0	$7.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$342.2	$3.6	$2.9	$342.2	$0.0
Total	**$630.6**	**$164.3**	**$121.1**	**$630.6**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$341.4	$3.6	$2.9	$341.4	$0.0
80 Professional Services	$271.9	$160.7	$118.2	$271.9	$0.0
90 Unallocated Contingency	$17.3	$0.0	$0.0	$17.3	$0.0
Total (10 - 90)	**$630.6**	**$164.3**	**$121.1**	**$630.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

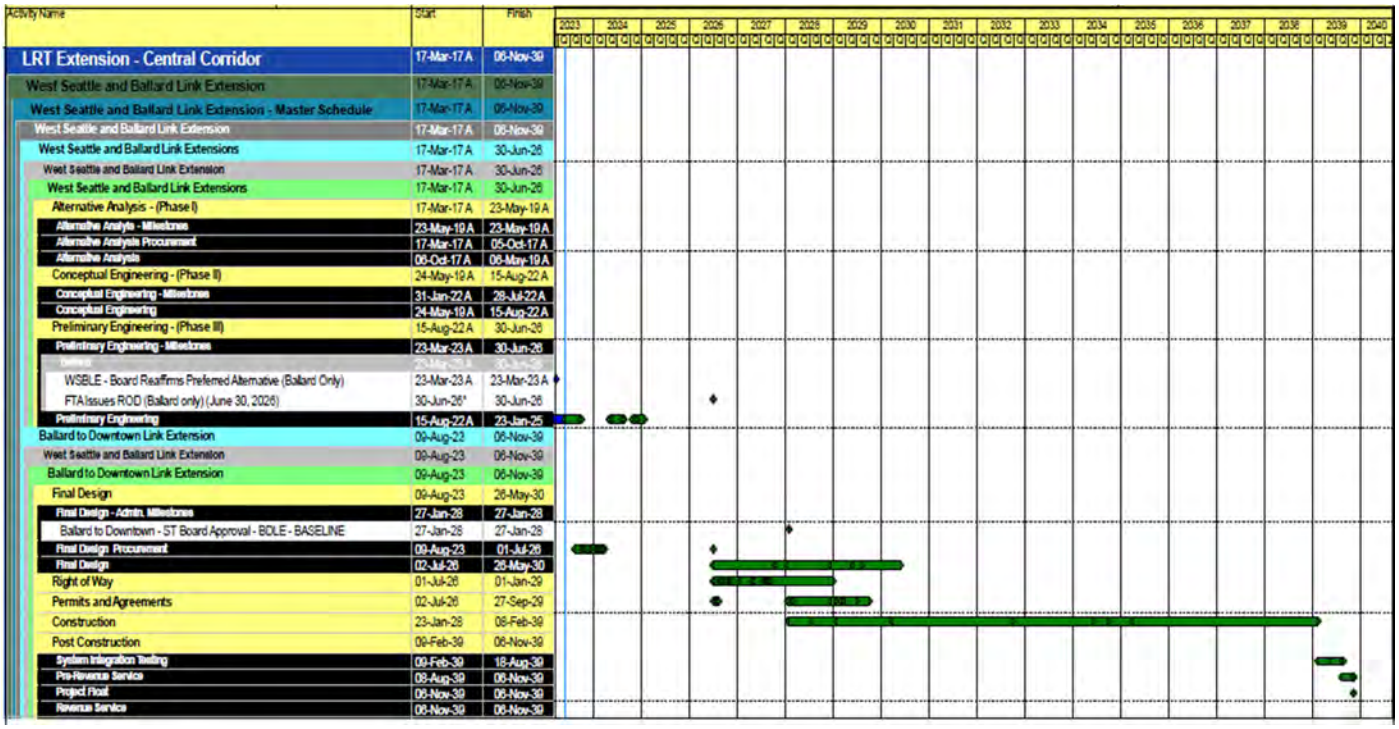
Risk Management

The following are the top project-wide risks:

- Potential additional environmental process delays may further impact the schedule for completion of environmental documentation and design.
- Complexity of alignments in a constrained environment with challenging topography.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay and cost to the project.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2037. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of consideration and an extended public comment period, the Board did not identify a Preferred Alternative for the Ballard Link Extension in July 2022, but instead directed further studies in a number of areas. In March 2023, the Board considered the results of the further studies and identified a Preferred Alternative for much of the project corridor but with direction to continue review of two station options in the Denny Station area and to return to the Board in mid-2023. Subsequently, in July 2023, the Board modified the preferred station location for the Denny Station. The delay in identification of the Preferred Alternative and the associated Board requested further studies, as well as the need for additional environmental review associated with the Board's March 2023 action, will necessitate adjustments to the environmental process and schedule, which will affect the Select Project to be Built milestone as well as subsequent milestones including the revenue service date.



Community Engagement

- Conducted community outreach briefings, meetings, tabling and tours.
- Met with property owners.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—June actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	36.0	19.6	16.4
Consultants	108.3	67.3	41.0
TOTAL	144.3	86.9	57.4

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-57	Confirming or modifying the preferred station location for the Denny Station for the Ballard Link Extension Environmental Impact Statement.	7/27/2023

Project Summary

Scope

This project adds a new elevated level light rail station to the existing 1 Line in the vicinity of S Boeing Access Rd, E Marginal Way S, and I-5 in Tukwila.

The project bridges the 5.5-mile gap between the existing Rainier Beach and Tukwila International Boulevard stations and increases access to the Tukwila and Duwamish manufacturing/ industrial centers and neighborhoods in north Tukwila and south Seattle.

The project adds a 300-stall surface parking lot and/or provides a flexible approach to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase

Planning

Budget

$8.6M through completion of Preliminary Engineering

Schedule

Target date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Assembled project team and documented roles and responsibilities through project chartering.
- Evaluated consultant proposals and conducted interviews for Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services.
- Selected top-ranked consultant and began contract negotiations. Anticipating concluding contract negotiation late August/ early September 2023.

Project Cost Summary

The Boeing Access Rd. Infill Station is voter-approved projects under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $4.1M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$1.2	$0.1	$0.1	$1.2	$0.0
Preliminary Engineering	$6.8	$0.0	$0.0	$6.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.0	$0.0	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.2	$0.0	$0.0	$0.2	$0.0
Total	**$8.6**	**$0.1**	**$0.1**	**$8.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Project Summary

Scope

Limits

The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment

The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

Stations

Two Stations: Marymoor Village and Downtown Redmond

Systems

Signals, traction electrification, and communications (SCADA)

Phase

Construction

Budget

$1.53 Billion (Baselined October 2018)

Schedule

Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Ballasted track and DF track work continues from Pedestrian bridge on Bear creek through Downtown Redmond Station.
- Structural steel at Downtown Station (DTS) and Garage continues, platform level of DTS is ongoing. Interior steel stud wall construction has started.
- Structural steel at Marymoor Village Garage and Downtown station is ongoing.
- The second Traction Power System Substation was delivered.
- Installation of Overhead Catenary System poles started.
- Train Control impedance bonds and signal cable installation started.

Closely Monitored Issues

- Garage concrete quality issues/repairs. Managing proper repairs that don't impact continued work.
- Coordination with PSE to finalize power connections to TPSS locations, garage, and stations.
- Downtown Redmond Station Structural steel delivery is critical to the DTS schedule. Meeting with Design Builder and ST team weekly to keep submittal, fabrication, and delivery schedule on track.

Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown Redmond Link Extension (DRLE) in 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. This project has now been baselined and the baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately $19.78M of expenditure. Most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date increased from $811.1M to $830.9M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.0	$77.0	$27.4	$26.8	$77.0	$0.0
Preliminary Engineering	$23.0	$23.0	$19.5	$19.4	$23.0	$0.0
Final Design	$4.5	$4.5	$1.6	$1.5	$4.5	$0.0
Construction Services	$58.0	$63.6	$49.6	$35.9	$63.6	$0.0
Third Party Agreements	$17.0	$17.0	$10.7	$8.7	$17.0	$0.0
Construction	$1,151.5	$1,145.9	$803.5	$627.9	$1,145.9	$0.0
ROW	$199.0	$199.0	$116.1	$110.6	$199.0	$0.0
Total	**$1,530.0**	**$1,530.0**	**$1,028.5**	**$830.9**	**$1,530.0**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.4	$332.4	$248.1	$200.3	$462.9	$130.5
20 Stations	$261.9	$261.9	$197.1	$146.0	$196.9	($65.0)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$287.0	$288.1	$208.1	$150.3	$239.8	($48.3)
50 Systems	$108.6	$103.2	$72.9	$54.4	$82.2	($21.0)
Construction Subtotal (10 - 50)	**$989.9**	**$985.60**	**$726.20**	**$551.0**	**$981.8**	**($3.8)**
60 Row, Land	$168.5	$168.5	$116.1	$110.6	$168.5	$0.0
70 Vehicles (Non-Revenue)	$4.1	$4.1	$0.3	$0.3	$4.1	$0.0
80 Professional Services	$289.3	$293.6	$185.9	$169.0	$297.4	$3.8
90 Unallocated Contingency	$78.2	$78.2	$0.0	$0.0	$78.2	$0.0
Total (10 - 90)	**$1,530.0**	**$1,530.0**	**$1,028.5**	**$830.9**	**$1,530.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the current top risk areas that may impact project cost and schedule:

- **Organizational Capacity:** Opening three other major light rail extensions in 2024 - 2025, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified operating labor.
- **Late Design Changes During Construction:** Owner directed changes including passenger experience, safety, security, and upgrading of electronics to latest and greatest.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities and power service, delay in Safety and Security certification.
- **Schedule:** Schedule revision is underway; future reports will show a new approved service and the schedule contingency will be measured against the new date.



Artist Rendering of Downtown Redmond (above) and Bird's-eye View Current Progress (below)

Contingency Management

The project baseline included a total contingency of $435.8M. The total project contingency balance changed to $230.7M when compared to the previous period show decreased by $0.6M . The current contingency utilization is performing positively against the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. No Change on DA this period. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. AC balance decreased from 150.3 to $149.7.1M this period due to construction COs.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and remains at $78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$148.1	9.7%	$2.8	0.4%
Allocated Contingency	$209.6	13.7%	$149.7	21.4%
Unallocated Contingency	$78.2	5.1%	$78.2	11.2%
Total	**$435.8**	**28.5%**	**$230.7**	**33.0%**

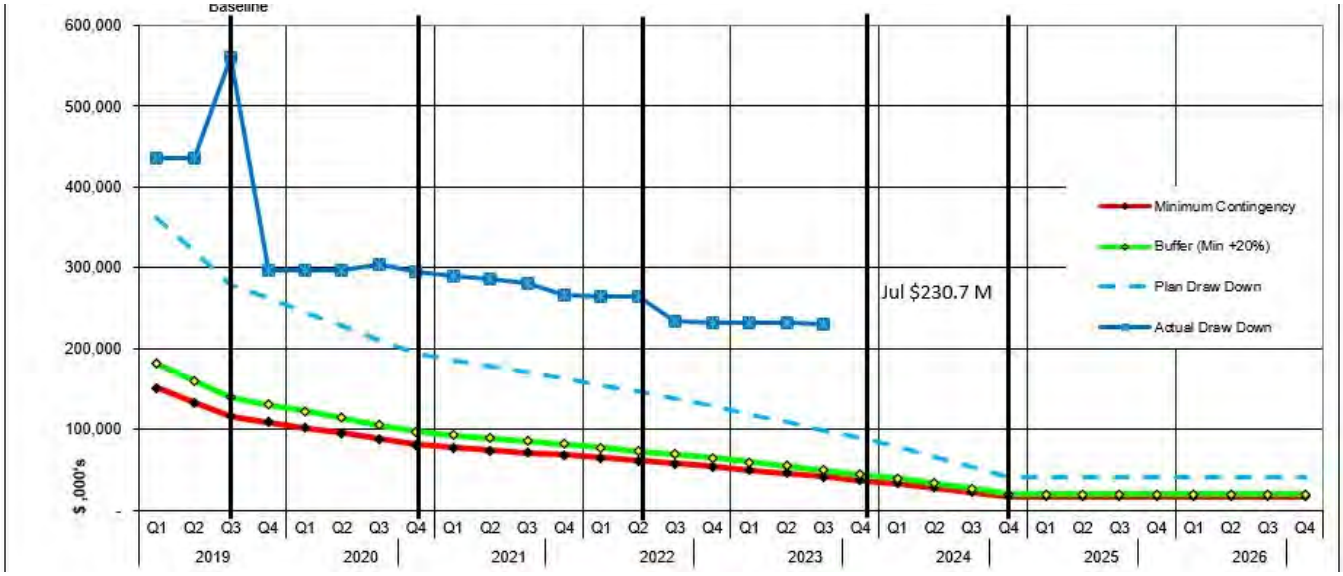
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project's total contingency drawdown trends better than planed and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



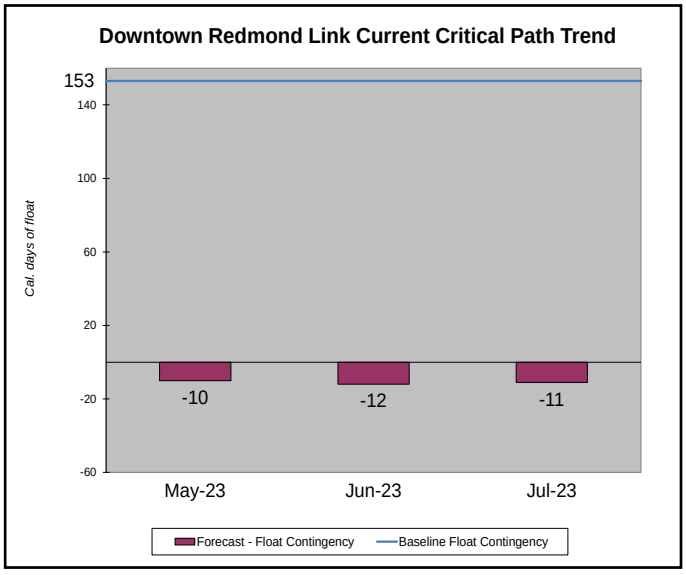
Contingency Drawdown as of July 31, 2023

Project Schedule

Weighted percent complete of the R200 contract is calculated at 74.9%.

The July update is presented below. The contractor began roadway and ramp restoration work at the NE 51st cut & cover; continued installation of DF track on both elevated guideway structures; completed final deck pours and continued communications rooms buildout at the Marymoor Village Garage; and CMU enclosure and roof framing at Downtown Redmond Station.

Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	11-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	11-Jan-25
CONTRACT MILESTONES & STARTUP	09-Sep-19 A	11-Jan-25
NTP (9/9/19)	09-Sep-19 A	
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		13-Oct-24*
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS		11-Jan-25*
OWNER FLOAT & PRE-REVENUE OPERATIONS	02-May-24	11-Jan-25
UNUSUALLY SEVERE WEATHER	28-Jun-21 A	29-Nov-22 A
GENERAL CONDITIONS	09-Sep-19 A	31-Jul-24
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19 A	12-Jul-22 A
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	22-Oct-24
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20 A	22-Oct-24
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20 A	08-May-24
LINEAR GUIDEWAY WORK	07-Jan-22 A	04-Jun-24
OCC	26-Jan-24	26-Jan-24
PUNCHLIST	11-Jun-24	09-Aug-24
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	24-Jun-24
CLOSEOUT	18-Jul-23 A	13-Dec-24
COMMISSIONING	01-Feb-23 A	09-Aug-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	11-Jan-25
Downtown Redmond Link Extension - Rail Activation	28-Mar-22 A	11-Jan-25
SIT - System Integrated Testing	02-May-24	10-Aug-24
SSCRS - Safety and Security Certification	28-Mar-22 A	13-Dec-24
Pre-Revenue Service	13-Oct-24	11-Jan-25
Operations Walk Thru - Entire Alignment	13-Oct-24	12-Nov-24
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	13-Oct-24	27-Nov-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	27-Nov-24	11-Jan-25
Project Float Contingency	11-Jan-25	11-Jan-25
Revenue Service	11-Jan-25	11-Jan-25
Revenue Service Date (Baseline 31-Dec-24)		11-Jan-25*



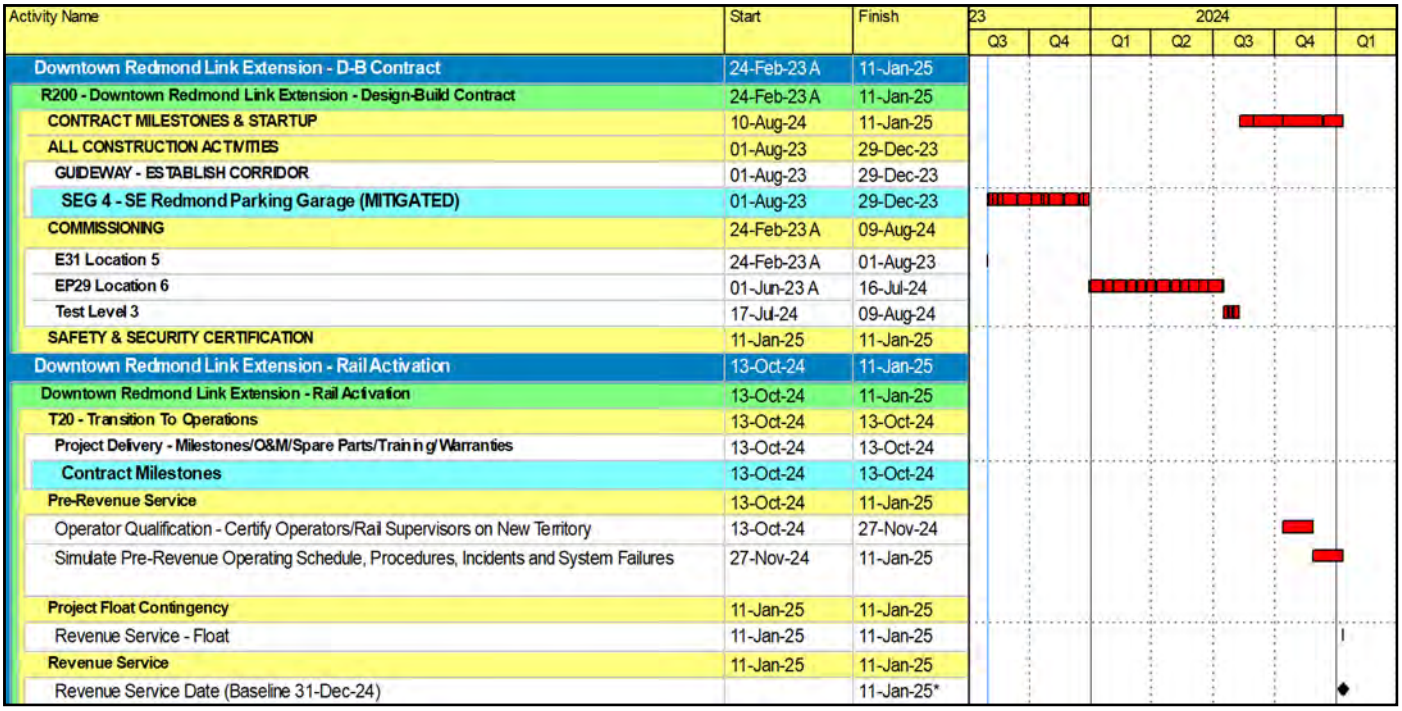
Project Float

DRLE was baselined with 153 days of project float. Current float projection is –11 days. Time was added to the schedule this month as the contractor revised their testing & commissioning schedule to reflect more appropriate detail. The contractor is currently evaluating mitigations to recover this time. Sufficient float remains within the R200 contract to absorb any additional days granted to the contractor for unavoidable delay due to weather.

As a result of 2022's program-wide risk assessment, a new target for opening of DRLE is under consideration. Project and programmatic QRAs will be conducted in mid-to-late 2023 that will further inform a revised Revenue Service Date.

Critical Path Analysis

The critical path for R200 currently runs through the parking garage communications room installations, followed by commissioning/testing and closeout. The communications room at Downtown Redmond Station is near-critical.



Activity Name	Start	Finish
Downtown Redmond Link Extension - D-B Contract	24-Feb-23 A	11-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	24-Feb-23 A	11-Jan-25
CONTRACT MILESTONES & STARTUP	10-Aug-24	11-Jan-25
ALL CONSTRUCTION ACTIVITIES	01-Aug-23	29-Dec-23
GUIDEWAY - ESTABLISH CORRIDOR	01-Aug-23	29-Dec-23
SEG 4 - SE Redmond Parking Garage (MITIGATED)	01-Aug-23	29-Dec-23
COMMISSIONING	24-Feb-23 A	09-Aug-24
E31 Location 5	24-Feb-23 A	01-Aug-23
EP29 Location 6	01-Jun-23 A	16-Jul-24
Test Level 3	17-Jul-24	09-Aug-24
SAFETY & SECURITY CERTIFICATION	11-Jan-25	11-Jan-25
Downtown Redmond Link Extension - Rail Activation	13-Oct-24	11-Jan-25
Downtown Redmond Link Extension - Rail Activation	13-Oct-24	11-Jan-25
T20 - Transition To Operations	13-Oct-24	13-Oct-24
Project Delivery - Milestones/O&M/Spare Parts/Training/Warranties	13-Oct-24	13-Oct-24
Contract Milestones	13-Oct-24	13-Oct-24
Pre-Revenue Service	13-Oct-24	11-Jan-25
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	13-Oct-24	27-Nov-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	27-Nov-24	11-Jan-25
Project Float Contingency	11-Jan-25	11-Jan-25
Revenue Service - Float	11-Jan-25	11-Jan-25
Revenue Service	11-Jan-25	11-Jan-25
Revenue Service Date (Baseline 31-Dec-24)		11-Jan-25*

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent easements, and temporary construction easements) and non-compensable rights (e.g., rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				**RELOCATION**	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date***	**Relocations Required**	**Relocations Completed to date**
84	94	66	80	1579	1574

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of DRLE this incudes relocation of storage units by impacted individuals.

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the construction activities possibility design change to some properties. Planning engagement strategy along with Business Relations program for 2023.
- Finalized one-on-one conversations with 12 homeowners in between 51st and 60th to finalize designs for backyard restoration.
- Continue working with local businesses and other Contractors regarding parking issues, landscaping, vibration overnight with construction workers. Issued construction alerts for ramp closures at Redmond Way and 51st off-ramps.
- Coordination with Sammamish Rowing Association in advance of utility work near their clubhouse off of West Lake Sammamish Parkway.
- Staffed outreach booth at Derby Days, a large public event held at Redmond City Hall. Interacted with over 2k people.
- Staffed booth at Redmond Farmers Market. Interacted with over 900 people.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The variance in the utilization of consultants is due to the fact that the design-build project management team are being prudently mobilized. The variance on ST Staff is due to lower than anticipated staff cross charges. Overtime, the variance should trend closer to plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.7	23.3	6.4
Consultants	26.7	25.0	1.7
TOTAL	56.4	48.3	8.1

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Construction Safety

Data/ Measure	July 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	5	25
Days Away From Work Cases	0	1	3
Total Days Away From Work	0	12	89
First Aid Cases	4	30	109
Reported Near Mishaps	2	13	37
Average Number of Employees on Worksite	300	-	-
Total # of Hours (GC & Subs)	58,324	437,783	1,561,351
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	3.43	2.28	3.20
LTI Rate	0.00	0.46	0.38
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract R200 - DRLE Design Build

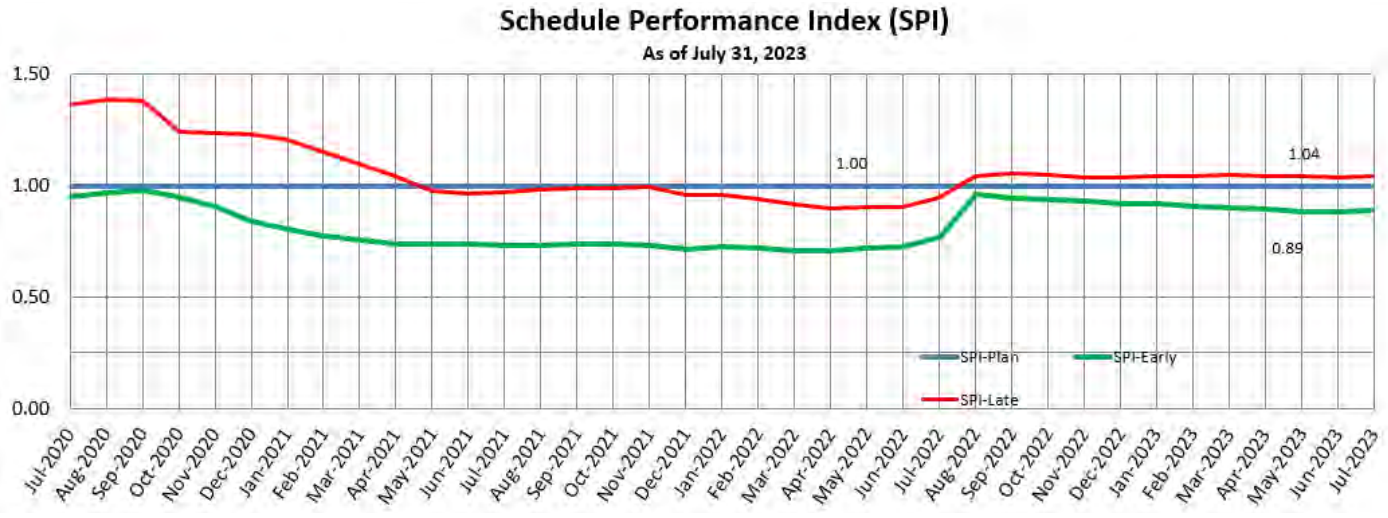
Current Progress

Construction:

- Cut and Cover Construction: Rail tie-in to E360 is complete, haul road restoration along Segment 1A alignment is ongoing at 40th to 51st. Pig seal resident side of post and panel wall work, haul road restoration and landscaping along the freeway ramps is ongoing at 51st to 60th. Acoustical panel installation at the Unnamed Tributary Bridge (UTB), moment slab backfill at UTB, existing road restoration and landscaping is ongoing at 60th C&C and UTB area.
- Sammamish River to Marymoor Station: Destressing rail was performed, ballast track crew performing final inspections prior to destressing, and fence chain mesh installation is ongoing.
- Marymoor Village Station and Garage: Structural steel for elevator shaft and garage level 6 is ongoing. MEPF work in progress on garage levels 1-5. Slab on grade construction on garage level 1. Firestopping installation on garage levels 1, 3 & 4. CMU wall work on garage levels 3-4. Ground of columns and stub column construction on garage level 6. Wall finishing ongoing at Access Ramp. Plinth work for pre-curved rail through parking garage complete.
- SR-520/SR-202 Interchange: Curb, gutter and asphalt at 76th is ongoing, and completed irrigation system at 520 off-ramp.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B.
- Downtown Redmond Station: Structural steel erection for canopy at platform ongoing. Interior wall framing and top-down drywall and installing MEPF overhead hanging supports is ongoing at east elevator/escalator structures. Structural steel erection at Plaza and Platform level ongoing at west elevator/escalator structures. E31 duct bank installation completed.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.89 for this period, and the late SPI is at 1.04. The reason for the significant change this period is due to a re-baselining that occurred after CO 071 Global Resolution 02 in August 2022 that was finally implemented in the June 2023 progress payment. The early SPI for July 2023 is lower than projected. The contractor's performance is lagging the baseline due to delay in parking garage concrete deck pours, parking garage build-out of comms/electrical/UPS/mechanical rooms, and over head mechanical electrical and piping rough-in. The early SPI is also impacted by delays to the Downtown Redmond Station structural steel erection and exterior enclosure as well as delay to roadway restoration throughout the project and labor resource availability. The delivery of traction power and train signal equipment to the site negatively impacted the early SPI. The late SPI supports an on-time completion.



Next Period's Activities

- RTS to Marymoor: Continue crossing panels re-installation, pig seal, road restoration and landscaping, moment slab backfill, survey work, civil work restoration and fence chain mesh installation. Continue installation of OCS poles, TPSS build out and signal cable.
- Marymoor Garage: Continue structural steel work, MEPF rough in, slab on grade construction, firestopping, wall work and column work and painting.
- Bear Creek to Downtown Redmond: Continue to dry finish superstructure and pig seal concrete throughout and DF plinth work.
- Downtown Redmond Station: Continue structural steel erection, formwork installation and installing MEPF overhead hanging supports at escalator/elevator structures.

Closely Monitored Issues

- Station progress – ramping up activities, sustaining progress and coordination of several subcontractors work.
- System progress – mobilize crews and reach production level progress.
- Passed through Phase Gate 5 – readiness to begin Rail Activation.

Cost Summary

Present Financial Status	Amount	
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture		
Original Contract Value	$	719,936,000
*Change Order Value	$	56,939,981
Current Contract Value	$	776,875,981
Total Actual Cost (Incurred to Date)	$	609,979,133
Percent Complete		74.9%
Alternative Concept Allowance	$	30,060,542
Authorized Contingency	$	92,866,058
*Contingency Drawdown	$	56,939,981
**Contingency Index		1.48

**Excludes Betterments **Excludes Betterments & ACA*



Track Work and Duct Bank at Structure A

Project Summary

Scope

Limits	Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment	East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.
Stations	Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and communications (SCADA).
Phase	Construction
Budget	$3.68 Billion (Baseline April 2015)
Schedule	Baseline Revenue Service: June 2023 Revised Revenue Service: TBD



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Ongoing non-conforming track plinth reconstruction from IDS to East Channel Bridge including nylon insert replacement, embedment scanning, and dowel hole investigations throughout; turnover of Mercer Island Station to follow-on contractor CBRE completed this month; continued punch list and commissioning activities at Judkins Park Station.
- **Mercer Island Transit Integration (E135):** Ongoing landscaping punch list and maintenance activities; continued close out activities.
- **South Bellevue (E320):** Non-conforming track remediation work delayed until August-September to allow SIT work; continued punch list and landscape maintenance activities.
- **Downtown Bellevue to Spring District (E335)**: Continued emergency ventilation system testing and commissioning at Bellevue Downtown Tunnel; continued L&I elevator and escalator punch list activities at Bellevue Downtown Station; continued site wide punch list, landscaping and site cleaning.
- **Bel-Red (E340)**: The E340 final Settlement Agreement was approved by the Board and was fully executed this month. Notice of Acceptance for all work was also issued this month. Contract closeout is in progress.
- **SR520 to Redmond Technology Station (E360)**: Completed smoke detector installation at Redmond Technology Station (RTS), other station/garage punch list work continues. TOD site restoration and hydroseeding continued; all other areas have been completed. ST management continues to work on closing out commercial items. RTS transit loop opening continues to be delayed, but expected to open early next month.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication installations throughout the alignment; performed local testing on communication and signaling equipment. Live Wire testing was performed and continues to be on-going on the East Link Alignment.

Closely Monitored Issues

- Late discovery of contractor quality issues. E130 track plinths demolition/reconstruction, nylon inserts replacement, and previous rebar and post-tensioned cable strikes is currently the biggest schedule and cost impact.
- Sound Transit is proceeding with an option to open the Bellevue to Redmond section as the East Link Starter Line in March 2024. The ST board will decide this fall whether to proceed with opening the Starter Line for revenue service.
- Design corrections, scope additions, contractor performance issues and passenger information management system (PIMS).
- Thefts of installed elements along the project alignment.
- Significant Contractor claims on E130 and E750 remain; Settlement agreements have been reached on E320, E335, E340, and tentatively on E360.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight "blind spots".
- Operational readiness - operational capacity to support transition from construction and then to operate and maintain Link.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure came in at about $19.7M, bringing the total expenditure to date to about $3.32B. Project commitment is now at approximately $3.39B with all major construction contracts in place or near completion.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$139.1	$137.6	$186.2	$0.0
Preliminary Engineering	$55.9	$54.8	$54.8	$54.8	$54.8	$0.0
Final Design	$283.0	$268.9	$255.2	$251.5	$268.9	$0.0
Construction Services	$257.5	$277.2	$250.1	$240.3	$277.2	$0.0
3rd Party Agreements	$52.2	$49.7	$40.6	$38.2	$49.6	$0.0
Construction	$2,544.3	$2,551.9	$2,370.7	$2,312.7	$2,551.9	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$288.5	$280.4	$280.1	$288.5	$0.0
Total	**$3,677.2**	**$3,677.2**	**$3,390.9**	**$3,315.1**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$941.5	$934.7	$939.2	$966.0	($24.6)
20 Stations	$397.7	$481.1	$479.5	$465.8	$497.8	($16.7)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$618.6	$535.6	$518.5	$570.4	$48.2
50 Systems	$353.8	$382.2	$365.3	$337.8	$388.4	($6.2)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,423.3**	**$2,315.1**	**$2,261.4**	**$2,422.6**	**$0.7**
60 ROW, Land	$288.5	$288.5	$280.4	$280.1	$288.5	$0.0
70 Vehicles (non-revenue)	$2.8	$2.8	$1.0	$1.0	$2.8	$0.0
80 Professional Services	$898.4	$900.5	$794.4	$772.6	$901.2	($0.8)
90 Unallocated Contingency	$182.9	$62.1	$0.0	$0.0	$62.1	($0.0)
Total (10 - 90)	**$3,677.2**	**$3,677.2**	**$3,390.9**	**$3,315.1**	**$3,677.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks areas that may impact project cost and schedules:

- Construction Claims: There are significant construction contractor claims on E130, and E750. Settlement agreements have been reached on E320, E335, and E340. A tentative settlement agreement with the E360 contractor is being finalized and progressing a partial settlement with E750 for at least the South Bellevue to Redmond Technology segment of Elle.
- Design and Construction Changes: Late emerging interface issues between civil and systems work; changing permit conditions with vertical transportation and tunnel systems; additional scope items required for new safety and/or operating requirements from both internal and third parties.
- Late Discovery of Contractor Quality Issues: Non-conforming DF plinth constructions on E130 is the most significant schedule and cost impact on the project schedule. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- Operational Readiness: Availability of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. ST and KCM are examining mitigation options.
- Organizational Capacity: Loss of key personnel, including key consultants, to other projects creates risk around oversight and administration of project; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently. ST works closely with our consultants and internal leaders to maintain our staff and quickly fill gaps, if needed.



Live wire testing of LRV in the Bellevue segment of East Link

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $203.4M (previously $204.7). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA balance is $0.4M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency decreased by approximately $11.3M, largely attributed to the construction and routine change orders.

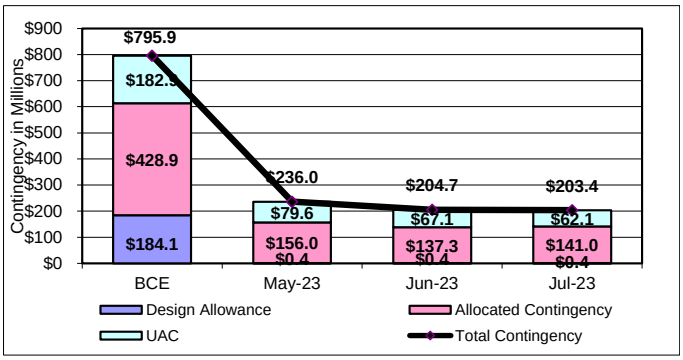
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased by approximately $12.5M due mostly to the claim settlement.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$0.4	0.1%
Allocated Contingency	$428.9	11.7%	$141.0	38.9%
Unallocated Contingency	$182.9	5.0%	$62.1	17.1%
Total	**$795.9**	**21.6%**	**$203.4**	**56.2%**

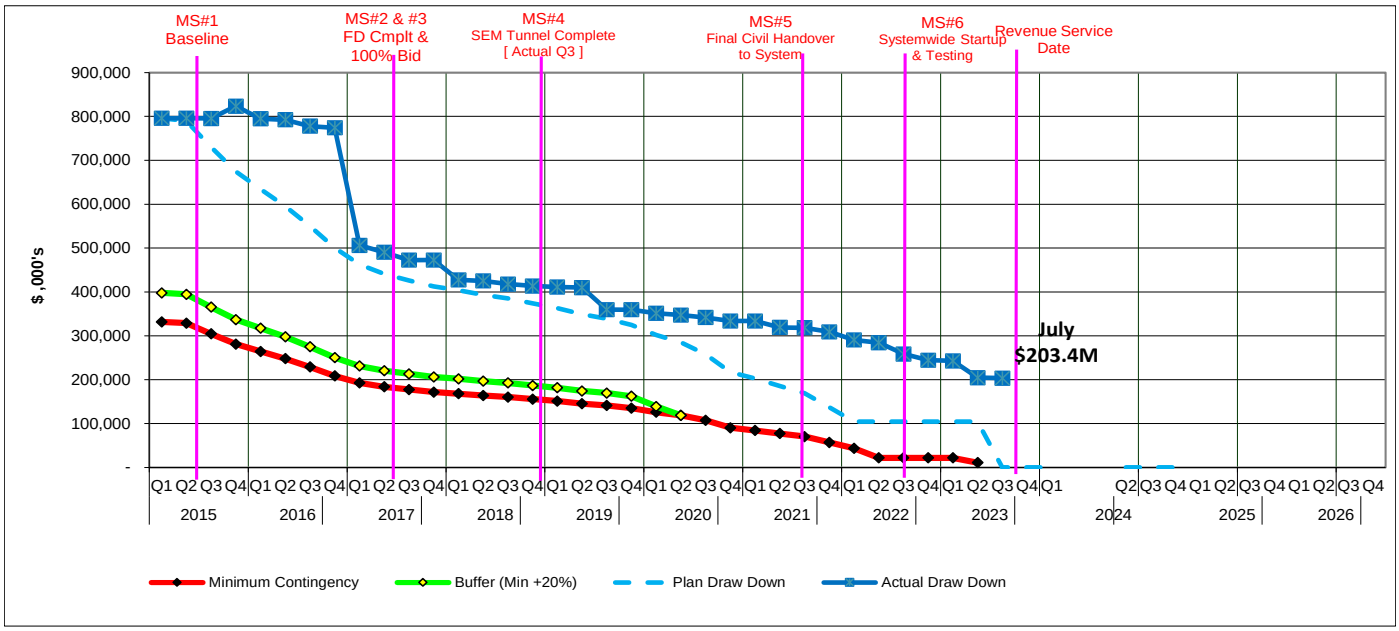
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at $203.4M (previously $204.7M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of July recorded a net decrease of $1.3M.



Contingency Drawdown as of July 31, 2023

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.5%.

E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

E320 has achieved substantial completion. Remaining work is limited to track repair and project closeout.

E330 has achieved final acceptance.

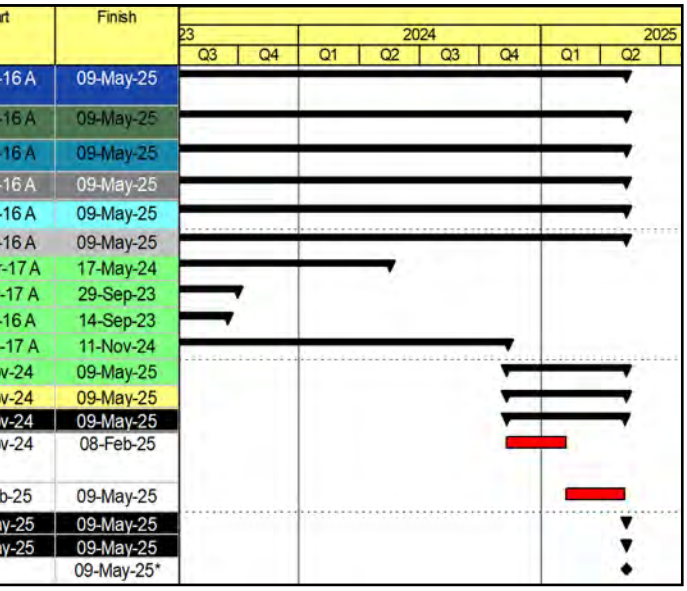
E335 continued commissioning in stations and tunnel, electrical work at BDS and punch list work throughout.

E340 has achieved Substantial Completion and is working toward acceptance.

E360 continued RTS garage reconstruction and segment wide punch list work.

E750 continued system integration testing between South Bellevue and Redmond Technology Stations.

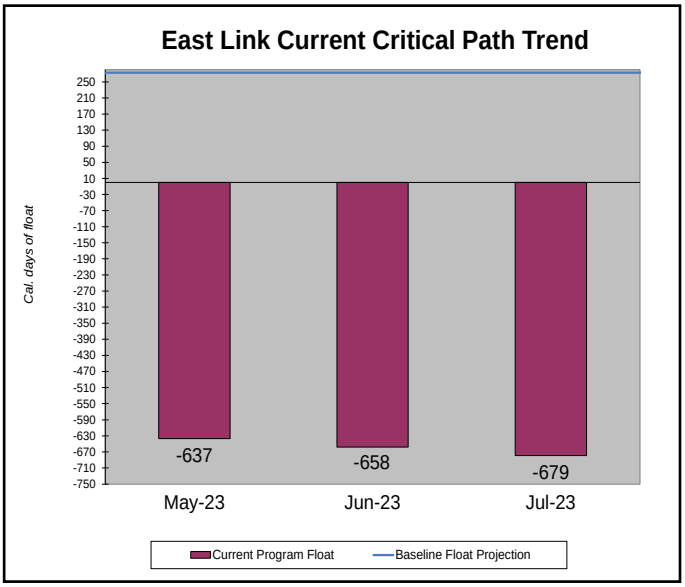
Activity Name	Start	Finish
Sound Transit	13-Jul-16 A	09-May-25
Sound Transit 2	13-Jul-16 A	09-May-25
East Corridor	13-Jul-16 A	09-May-25
LRT Extension - East	13-Jul-16 A	09-May-25
East Link	13-Jul-16 A	09-May-25
East Link Construction	13-Jul-16 A	09-May-25
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	17-May-24
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	29-Sep-23
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	14-Sep-23
EL 750 - Systems	12-Jun-17 A	11-Nov-24
ELRACT - East Link Rail Activation/System Integration/Project Closeout	10-Nov-24	09-May-25
East Link Rail Activation	10-Nov-24	09-May-25
Pre-Revenue Service	10-Nov-24	09-May-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	10-Nov-24	08-Feb-25
ELE - Simulate Pre-Revenue Operating Schedule	08-Feb-25	09-May-25
Project Float Contingency	09-May-25	09-May-25
Revenue Service	09-May-25	09-May-25
ELE - Revenue Service (Baseline June 30, 2023)		09-May-25*



Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 679 days behind the target Revenue Service Date of June 30, 2023. Current float reductions reflect the E130 contractor not yet meeting its forecast production rates for plinth reconstruction.

As presented to the Sound Transit Board in December 2022, timing and sequencing for multiple project openings has been revised following the program-wide risk assessment, with a new target for East Link opening set for Spring 2025. As part of this assessment, it was determined that the pre-revenue period should be increased from 3 to 6 months.



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130, which is delaying E750 access to complete OCS and signal installation and systems integration testing.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)	24-Jul-23 A	18-Apr-24
E130 Construction	24-Jul-23 A	18-Apr-24
Milestones	18-Apr-24	18-Apr-24
Construction	24-Jul-23 A	17-Apr-24
Structures Retrofit	05-Mar-24	07-Mar-24
Trackwork	24-Jul-23 A	17-Apr-24
EL 335 - Downtown Bellevue to Spring District (GC/CM)		
EL 360 - SR 520 to Overlake Transit Center (DB)		
EL 750 - Systems	06-Jul-21 A	10-Nov-24
E750 Construction	06-Jul-21 A	10-Nov-24
E750 Project	06-Jul-21 A	10-Nov-24
E750 Engineering	03-Jun-24	10-Nov-24
E750 Construction	06-Jul-21 A	10-Nov-24
E750 Milestones	06-Jul-21 A	10-Nov-24
E750 OCS	18-Apr-24	21-May-24
E750 Traction Power / Substations	21-May-24	24-May-24
E750 Testing and Commissioning	24-May-24	13-Sep-24
ELRACT - East Link Rail Activation/System Integration/Project Closeout	10-Nov-24	09-May-25
East Link Rail Activation	10-Nov-24	09-May-25
Pre-Revenue Service	10-Nov-24	09-May-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	10-Nov-24	08-Feb-25
ELE - Simulate Pre-Revenue Operating Schedule	08-Feb-25	09-May-25
Revenue Service	09-May-25	09-May-25
ELE - Revenue Service (Baseline June 30, 2023)		09-May-25*



E335 Bellevue Downtown Station

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining.

The right-of-way program status for this period is summarized in the following table:

East Link Extension Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
239	246	239	239	229	229
All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.					
Total Acquisitions: Defined as parcels recognizing only land, not owners					
Board Approved: Based on parcels and properties (including multi-unit acquisitions)					
Offers/Closings: Based on inclusive offers made to separate owners and interest holders					
Relocations: Based on number of affected individuals					

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning over to Operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	51.2	51.1	0.1
Consultants	101.1	123.7	(22.6)
TOTAL	152.3	174.8	(22.5)
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
M2023-56	**Contract Contingency increase for Global Construction Claim Resolution for Contract E340** Authorization to increase the contract contingency for the construction contract with Kuney for global construction claim resolution for the Bel-Red Segment of the East Link Extension, in the amount of $5,516,000, for a new total authorized contract amount not to exceed $113,003,253.	6/22/2023

Construction Safety

Data/Measure	July 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	93
Days Away From Work Cases	0	1	16
Total Days Away From Work	0	11	1,348
First Aid Cases	9	40	411
Reported Near Mishaps	1	9	309
Average Number of Employees on Worksite	424	-	-
Total # of Hours (GC & Subs)	83,473	295,783	8,249,527
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.68	2.25
LTI Rate	0.00	0.68	0.39
Recordable National Average	**2.5**		
LTI National Average	**1.1**		
Recordable WA State Average	**4.4**		
LTI WA State Average	**2.0**		

** Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

Community Engagement

July's focus included, but not limited to:

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for East Link.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including close-out activities, contractor parking, construction easements, traffic, access and maintenance of traffic.
- Responding to safety concerns at Bellevue Residential Properties; continued at grade safety campaign in conjunction with livewire testing in Bellevue and Redmond, and questions regarding operational noise.

Major Construction Contract Packages

Below are the major construction contract packages for the project with a brief scope description of each.

R8A Stage 3A: Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build]

Status: Completed and Closed.

E130 Seattle to South Bellevue: International District Station (IDS) modification, retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Substantial completion achieved. Punch list work remains.

E320 South Bellevue: One (1) Light Rail Station and a Parking Garage at South Bellevue P&R; aerial, at-grade, and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: Substantial Completion on August 29th, 2022. See following pages under Contract E320.

E330 Downtown Bellevue Tunnel: Sequential Earth Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Acceptance Issued on Nov. 17th, 2020.

E335 Downtown Bellevue to Spring District: Four (4) Light Rail Stations; aerial, at-grade, and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Substantial Completion on September 30th, 2022. See following pages under Contract E340.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: See following pages under Contract E360.

E750 Systems: Light rail systems elements, including traction power electrification, overhead catenary system, train signals and communication system. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750.



E130 Seattle to South Bellevue: Installing new nylon inserts, westbound on the floating bridge

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

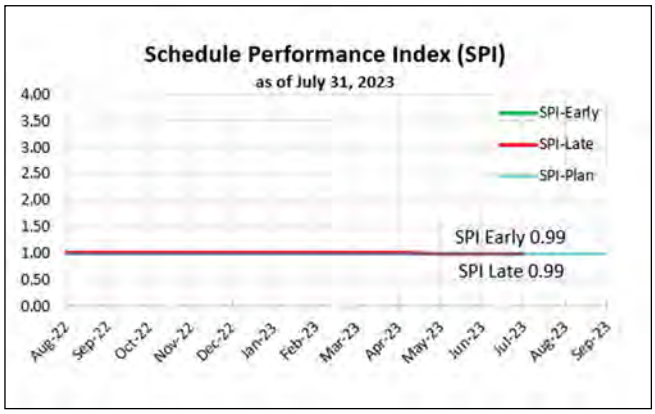
Current Progress

- **West Segment:** Ongoing plinth rebuild at D2 roadway, Judkins Park Station, and Mount Baker Tunnel; progress rebar (dowel) hole investigations and data collection at Rainier Ave Bridge; landscape maintenance at Judkins Park Station.
- **Center Segment:** NCR trackwork remediation with focus on plinth demolition on floating bridge approaches and nylon insert replacement in pontoons D & E.
- **East Segment:** Ongoing SCADA testing at MI Station/Tunnel; turnover of MI Station to CBRE completed; continue embedment scanning on ECB; advance plinth build back at MI Station/Tunnel; remove/replace track slabs at MI Station.

Schedule Summary

The contractor's July update is presented below. It forecasts an April 17, 2024 Substantial Completion date, 542 calendar days later than the contractual milestone date of October 23, 2022. The critical path continues to run through plinth repair and nylon insert replacement on the floating bridge. Production on the plinth rebuild is increasing, and it is anticipated the forecast completion date will stabilize over the next few months.

Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	17-May-24
Milestones	10-Mar-17 A	17-May-24
Access Milestones	10-Mar-17 A	12-May-17
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	17-May-24
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22)		19-Dec-23
16. MS#04 - Substantial Completion All Work (23-Oct-22)		17-Apr-24*
Milestone 1 Interim Dates	21-Aug-19 A	17-May-24
Construction	20-Mar-17 A	17-Apr-24*
Preliminary Activities	03-Apr-17 A	08-Feb-21
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	30-Oct-23
Tunnel Modifications	18-Sep-17 A	21-Aug-23
Stations	31-May-17 A	12-Sep-23
OCS Bases/Frames	02-Apr-18 A	29-Aug-23
Civil/Utilities	05-Jul-17 A	09-Feb-24
Electrical	20-Mar-17 A	03-Feb-23
Structures Retrofit	20-Mar-17 A	01-Apr-24
Trackwork	02-Jan-18 A	17-Apr-24
Systems	26-Jun-17 A	16-Jun-23
IDS Modification	16-Jan-19 A	27-Feb-24
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21



Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently forecast to occur in Q2 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.

Next Period's Activities

- **West Segment:** Ongoing direct fixation plinth reconstruction at D2 Ramp, Judkins Park and Mount Baker tunnel, & punch list at Judkins Park Station, D2.
- **Center Segment:** Continue plinth demolition, nylon insert replacement, and cathodic protection monitoring.
- **East Segment***:* Progress DF plinth reconstruction in Mercer Island Tunnel, Mercer Island Station and East Channel. Continue punch list, commissioning at Mercer Island Station.

Closely Monitored Issues

- DF track plinth reconstruction.
- Testing and commissioning of the Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- East Channel Bridge rebar damage assessment.
- D2: rebar and post tensioned damage assessment.

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$51,352,131
Current Contract Value*	$714,437,772
Total Actual Cost (Incurred to Date)	$703,379,625
Percent Complete	97.7%
Authorized Contingency	$70,660,541
Contingency Drawdown	$51,352,131
Contingency Index	1.3

** Contract Value excludes Betterments*



Survey crews check alignment of formwork installed for plinth rebuild in Mount Baker Tunnel

Contract E320 – South Bellevue – Substantially Complete

- E320 Contractor achieved Substantial Completion on August 29, 2022.
- Sound Transit to issue Acceptance upon acceptable completion of remaining punch list landscaping activities and track NCR work; anticipated in September 2023.
- Investigating possible latent defects of South Bellevue Station platform and mezzanine tile installation.



Cost Summary

Final Financial Status	Amount
E320 Contractor - Shimmick / Parsons Joint Venture	
Original Contract Value	$319,859,000
Change Order Value	$44,571,973
Current Contract Value*	$364,396,719
Total Actual Cost (Incurred to Date)	$364,287,731
Percent Complete	99.8%
Authorized Contingency	$45,532,000
Contingency Drawdown	$44,571,973
Contingency Index	1.0

**Amount excludes Betterments & START.*



Crews confirm alignment of reassembled rail to centerline

Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

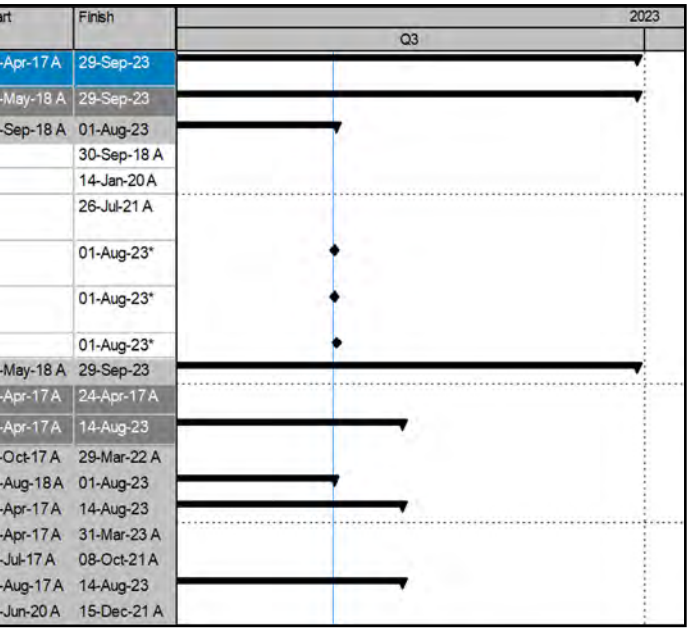
Current Progress

- Bellevue Downtown Station (BDS): Continued L&I elevator and escalator punch list, City of Bellevue inspections and substantial completion punch list.
- Bellevue Downtown Tunnel (BDT): Continued emergency ventilation system (EVS) testing and commissioning.
- Wilburton Station: Continued final acceptance punch list, City of Bellevue permit closeout and tile punch list/rework.
- 120th Station: Continued final acceptance punch list, City of Bellevue permit closeout, L&I elevator re-inspection and tile punch list.
- Sitewide continued punch list, landscaping, site cleaning and City of Bellevue permit closeout.

Schedule Summary

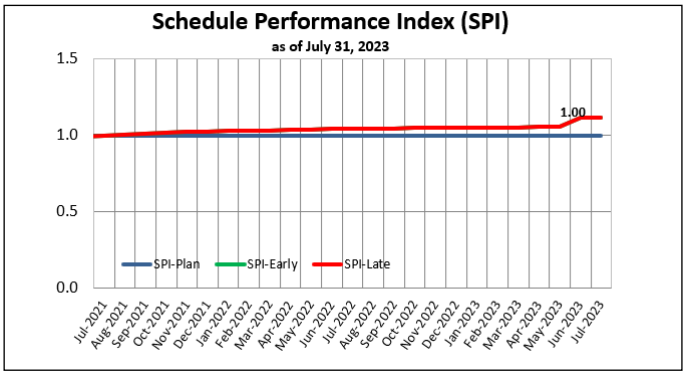
The July update forecasts an August 01, 2023 Substantial Completion Date, 807 calendar days later than the contractual milestone date of May 16, 2021. Remaining work is mostly limited to changes, repairs, and closeout, much of which will happen post-Substantial Completion. Follow-on work by the E750 systems contract is not affected.

Activity Name	Start	Finish
E335 Construction	24-Apr-17 A	29-Sep-23
Milestones	04-May-18 A	29-Sep-23
Contract Milestones	30-Sep-18 A	01-Aug-23
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		26-Jul-21 A
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		01-Aug-23*
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		01-Aug-23*
Milestone #6 - Substantial Completion of all Work (16-May-21)		01-Aug-23*
Calculated Milestones	04-May-18 A	29-Sep-23
Mobilization	24-Apr-17 A	24-Apr-17 A
Construction	24-Apr-17 A	14-Aug-23
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	29-Mar-22 A
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91	24-Aug-18 A	01-Aug-23
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	14-Aug-23
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	31-Mar-23 A
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	14-Aug-23
Testing and Commissioning	01-Jun-20 A	15-Dec-21 A



Schedule Performance Index

E335 contract substantial completion date was planned for May 2021 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes elevator and escalator certifications at BDS, emergency ventilation system demonstration testing in the BDT, as well as sitewide punch list work. By definition, at substantial completion the schedule performance index is 1.0. All planned work is completed.



Next Period's Activities

- Bellevue Downtown Station (BDS): Continued L&I elevator and escalator punch list, City of Bellevue inspections and substantial completion punch list.
- Bellevue Downtown Tunnel (BDT): Complete emergency ventilation system testing and commissioning.
- Wilburton Station: Continued final acceptance punch list, tile punch list/rework and City of Bellevue permit closeout.
- 120th Station: Complete final acceptance punch list, tile punch list and City of Bellevue permit closeout.

Closely Monitored Issues

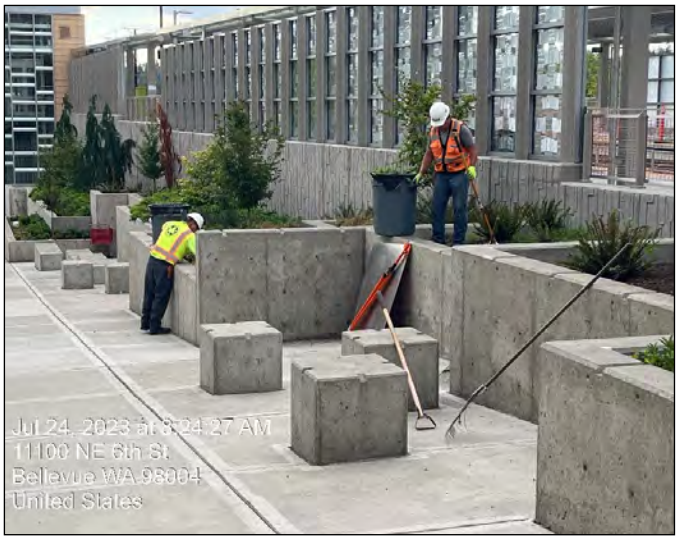
- Demonstrate testing of emergency ventilation system in Bellevue Tunnel.
- Punch list work at BDS, Wilburton and 120th Station.
- Completion of the safety certifiable paperwork.
- COB permit correction issues are being tracked by the team and are being addressed as expeditiously as possible.
- Installation of the smoke control electrical breaker.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck / Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$53,645,786
Current Contract Value	$447,443,996
Total Actual Cost (Incurred to Date)	$443,124,007
Percent Complete	99.8%
Authorized Contingency	$55,559,911
Contingency Drawdown	$53,645,786
Contingency Index	1.0



Landscaping Work at Bellevue Downtown Station

Contract E340 – Bel-Red – Substantially Complete

- E340 Contractor achieved Substantial Completion on September 30, 2022 and Acceptance of 130th station on March 9, 2023.
- Sound Transit and Kuney have reached a Global settlement and approved by the Board. Project closeout is in progress.
- Kuney completed the warranty items for non-functioning pedestrian warning signs, train crossing signals, and failed epoxy joints on FRP systems ductbank conduit. The Evans property (EL-291 and EL-293) turnover is completed.



130th Bel-Red Station

Cost Summary

Present Financial Status	Amount
E340 Contractor – Max J Kuney	
Original Contract Value	$93,170,012
Change Order Value	$19,833,241
Current Contract Value	$113,003,253
Total Actual Cost (Incurred to Date)	$113,003,253
Percent Complete	100%
Authorized Contingency	$19,833,241
Contingency Drawdown	$19,833,241
Contingency Index	1

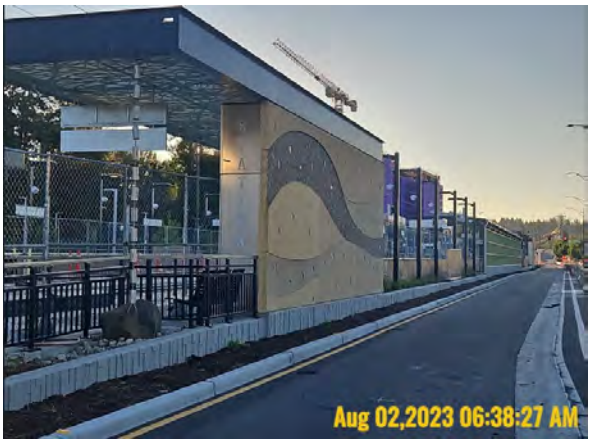


Photo of 130th St. Station from NE Spring Blvd after Milestone 4 Acceptance

Contract E360 – SR 520 to Redmond Technology Station (RTS)

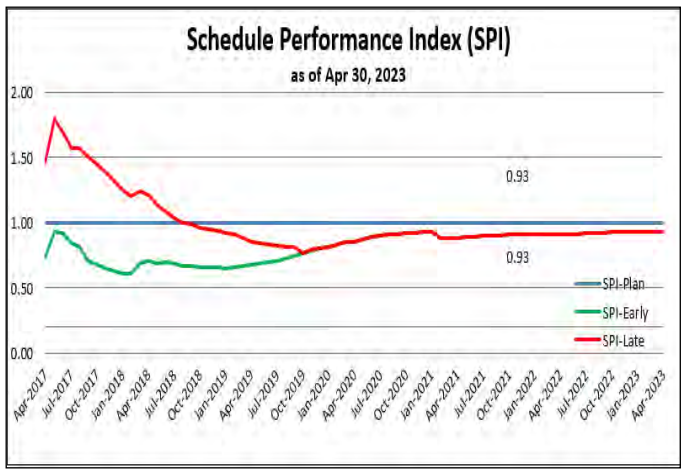
Current Progress

- Continued punch list work at Redmond Technology Station.
- Continued work on closeout documentation.

Schedule Summary

The June update forecasts an August 15, 2023 Substantial Completion date, 1,110 calendar days later than the contractual milestone date of July 31, 2020. As of the date of this report, a July update has not yet been submitted. The critical path runs through the closeout of the RTS garage. The E750 systems contractor has access to all work areas.

Activity Name	Start	Finish
E360 Construction	13-Jul-16 A	16-Aug-23
Base Contract	13-Jul-16 A	16-Aug-23
Design	13-Jul-16 A	11-May-21 A
Construction	13-Jul-16 A	16-Aug-23
General	13-Jul-16 A	15-Aug-23
Project Milestones	13-Jul-16 A	15-Aug-23
Notice to Proceed	13-Jul-16 A	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A
Milestone 3B Substantial Completion (31-Jul-2020)		15-Aug-23*
WA #1 - Track Slab Guideway	22-May-17 A	27-Mar-23 A
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A
WA #4 - Overlake Village Station	14-Jul-16 A	07-Jul-23
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A
WA #6 - Overlake Transit Center	01-May-17 A	10-Jul-23
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	16-Aug-23
Change Orders	24-Jul-19 A	16-Jul-23
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	16-Jul-23



Schedule Performance Index

E360 contract substantial completion date was planned for July 2020 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes completing commissioning and providing acceptable as-built documentation. By definition, at substantial completion the schedule performance index is 1.0, which denotes all planned work is completed.

Next Period's Activities

- Complete remaining punch list activities and commissioning.
- Continue to work on closing out remaining permits.
- Progress on closeout documentation.

Closely Monitored Issues

- RTS Bus Loop to open to the public on August 7.



Redmond Technology Station and Garage

Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	$225,336,088
Change Order Value	$6,404,878
Current Contract Value	$231,740,966
Total Actual Cost (Incurred to Date)	$214,898,479
Percent Complete	98.0%
Authorized Contingency	$22,533,609
Contingency Drawdown	$6,404,878
Contingency Index	3.4

Table Excludes Betterment



Redmond Technology Station Transit Loop

Contract E750 – Systems Heavy Civil GC/CM

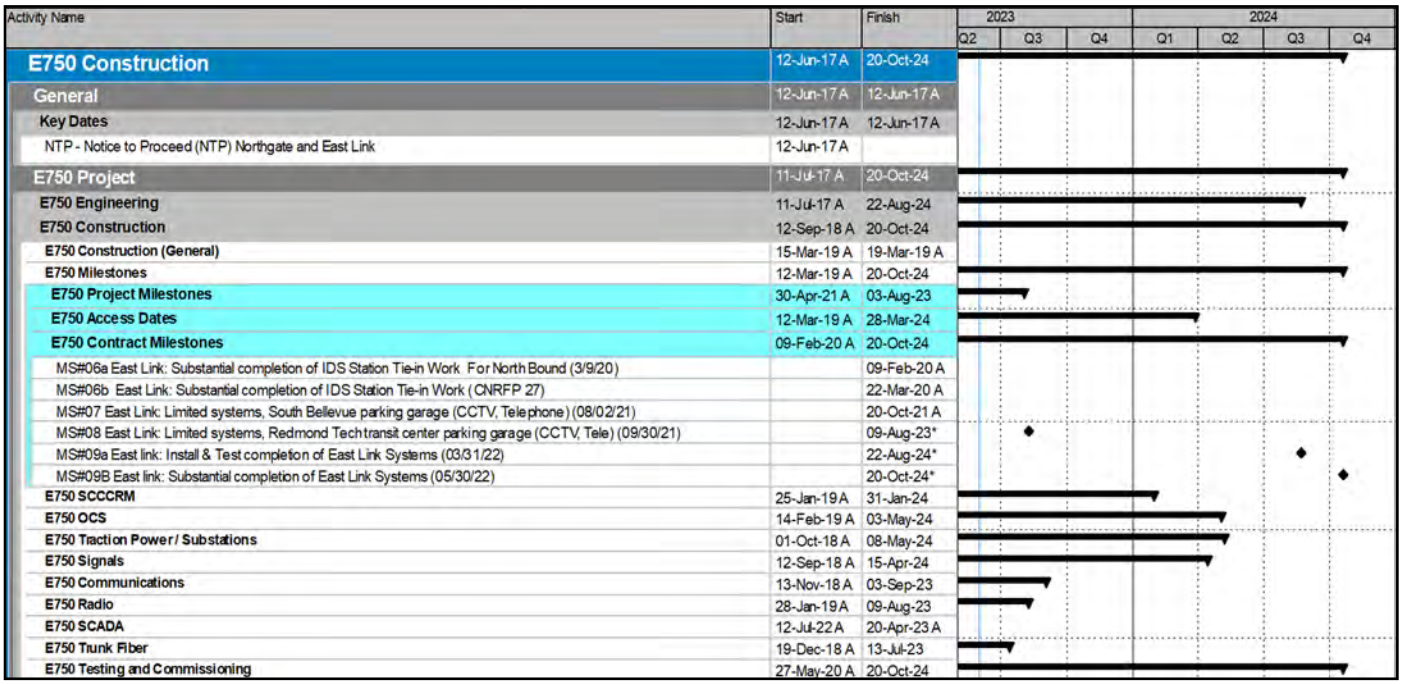
Current Progress

- Ongoing coordination meetings for interface and access with the civil contracts.
- Communication testing and installation of equipment continues along the alignment from the South Bellevue to Redmond Technology Station.
- Installation of signal cable and signal equipment testing continues along the alignment from the South Bellevue to Redmond Technology Station.
- Continued live wiring and signal testing between South Bellevue and Redmond Technology Stations.

Schedule Summary

The July update projects a November 10, 2024 Substantial Completion Date, 895 calendar days later than the contractual milestone date of May 30, 2022. The critical path for this contract is driven by track handover from the E130 civil contractor, which is significantly delayed. Installation and testing in all other areas is progressing toward a forecast completion of September 30, 2023.

Activity Name	Start	Finish
E750 Construction	12-Jun-17 A	20-Oct-24
General	12-Jun-17 A	12-Jun-17 A
Key Dates	12-Jun-17 A	12-Jun-17 A
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A	
E750 Project	11-Jul-17 A	20-Oct-24
E750 Engineering	11-Jul-17 A	22-Aug-24
E750 Construction	12-Sep-18 A	20-Oct-24
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A
E750 Milestones	12-Mar-19 A	20-Oct-24
E750 Project Milestones	30-Apr-21 A	03-Aug-23
E750 Access Dates	12-Mar-19 A	28-Mar-24
E750 Contract Milestones	09-Feb-20 A	20-Oct-24
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)		20-Oct-21 A
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		09-Aug-23*
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		22-Aug-24*
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		20-Oct-24*
E750 SCCCRM	25-Jan-19 A	31-Jan-24
E750 OCS	14-Feb-19 A	03-May-24
E750 Traction Power / Substations	01-Oct-18 A	08-May-24
E750 Signals	12-Sep-18 A	15-Apr-24
E750 Communications	13-Nov-18 A	03-Sep-23
E750 Radio	28-Jan-19 A	09-Aug-23
E750 SCADA	12-Jul-22 A	20-Apr-23 A
E750 Trunk Fiber	19-Dec-18 A	13-Jul-23
E750 Testing and Commissioning	27-May-20 A	20-Oct-24

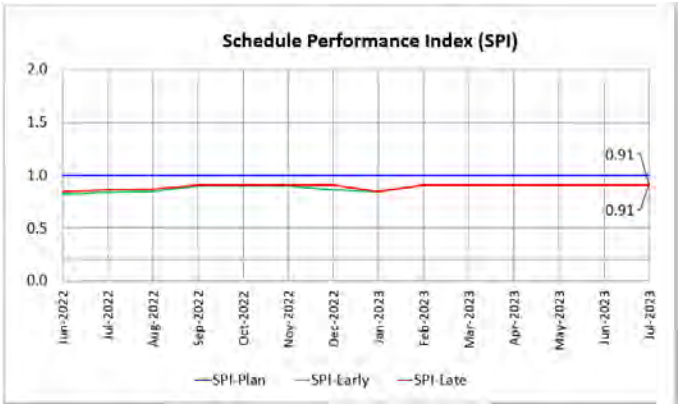


Schedule Performance Index

E750 contract substantial completion date planned for May 30, 2022 is currently anticipated to occur in Q4 2024.

The SPI-Early and SPI-Late is 0.91. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lagging is due to delayed access to civil segments, primarily within E130 and access. The ELE team continues to monitor and evaluate various mitigation options should the late plans continue to slip further.



Next Period's Activities.

- Ongoing meetings between systems and civil contractors for interface coordination for respective contracts.
- Continued live wiring and train control signal systems testing between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue and Redmond Technology Stations.
- Procurement of the pedestrian crossing enhancement hardware and installation.
- Procurement and installation of signal system changes needed to convert South Bellevue Station to a terminal for the East Link Starter Line.
- Delivery and testing of the PIMS software.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	$8,920,955
Current Contract Value	$264,689,082
Total Actual Cost (Incurred to Date)	$241,526,464
Percent Complete	94.8%
Authorized Contingency	$27,788,406
Contingency Drawdown	$8,920,955
Contingency Index	3.1

**The N830 and E750 Systems is a joint procurement. The table above represents E750 Systems only.*



Systems Testing at the 130th Station

Project Summary

Scope

Limits — The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment — The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/ Evergreen Way, and Everett Station.

Stations — The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

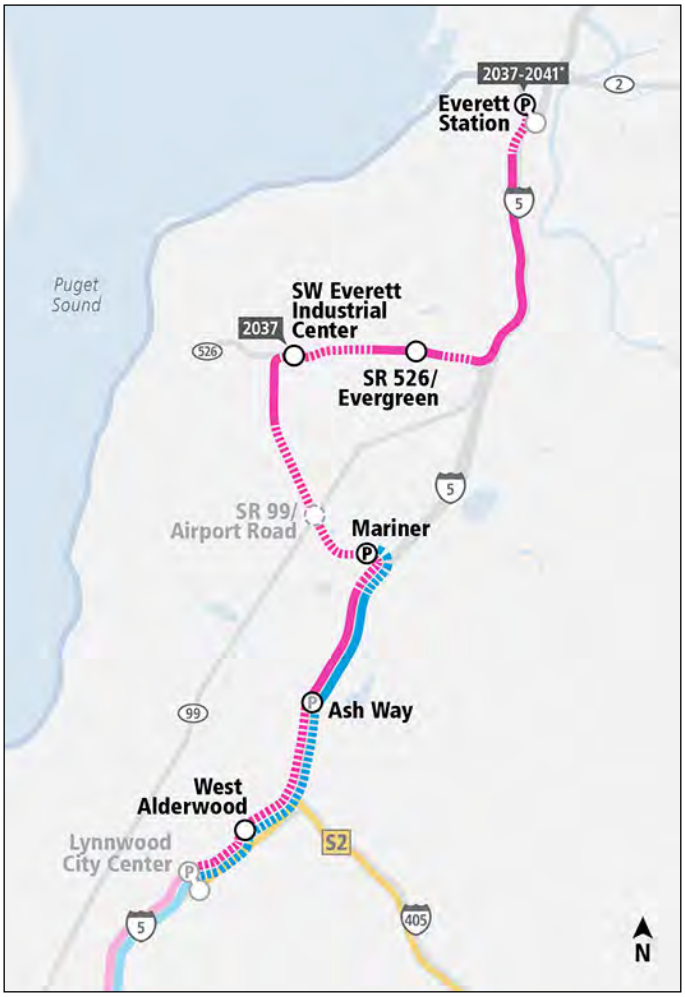
Systems — Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase — Planning

Budget — $197 Million (Project Development—Phase 1 Alternatives Development)

Schedule — Target Dates:
SW Everett Industrial Station, 2037
Everett Station, 2037
Parking at Mariner & Everett, 2046

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Everett Link Extension

Key Project Activities

- Sound Transit Board of Directors approved Motion M2023-47 identifying Preferred Alternative(s) and other alternatives for study in a Draft Environmental Impact Statement.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding alternatives development process.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

During the annual budget cycle $9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. In June 2023, $1.5M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$34.2	$8.0	$7.8	$34.2	$0.0
Preliminary Engineering	$128.5	$19.2	$18.6	$128.5	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$13.2	$0.2	$0.2	$13.2	$0.0
Construction	$1.0	$0.6	$0.6	$1.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$20.1	$0.7	$0.3	$20.1	$0.0
Total	**$196.9**	**$28.9**	**$27.6**	**$196.9**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$1.0	$0.6	$0.6	$1.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$1.0**	**$0.6**	**$0.6**	**$1.0**	**$0.0**
60 Row, Land	$19.0	$0.7	$0.3	$19.0	$0.0
80 Professional Services	$161.3	$27.6	$26.6	$161.8	$0.0
90 Unallocated Contingency	$15.7	$0.0	$0.0	$15.1	$0.0
Total (10 - 90)	**$196.9**	**$28.9**	**$27.6**	**$196.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

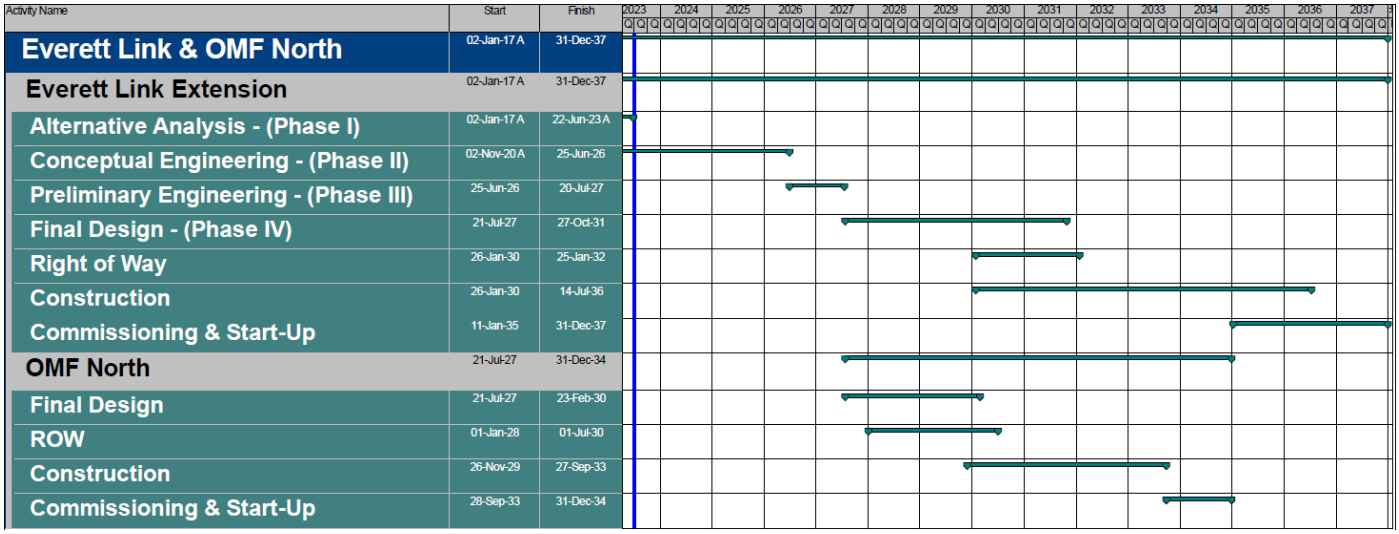
Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay risk due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North are trending slightly higher than the current Finance Plan Estimate. A QRA and Value Engineering will be conducted in Q1/Q2, which could result in revisions to the existing estimate range.

Project Schedule

The Phase 1 work is complete. Phase 2 work is scheduled to start with a kickoff in July. The schedule has been revised to reflect the current time frames for Conceptual Engineering, Draft EIS, and Final EIS work. The schedule maintains the current target dates of 2034 for completion of the OMF and the end of 2037 for completion of the project.



Community Engagement

- Continued coordination with Connect Casino Road.
- Hosted a table at the Everett Station District Alliance Town Hall and Farmers Market, Everett Pride, and Westmont Holly Neighborhood Association community event.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding community engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to continue through the first half of 2023, as Phase 2 to start in July 2023.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.1	17.0	5.1
Consultants	44.0	25.1	18.9
TOTAL	66.1	42.1	24.0

** An FTE is the equivalent to 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-47	Everett Link Extension DEIS Alternative	6/22/2023

Project Summary

Scope

Limits The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.

Alignment The extension generally parallels SR 99 and I-5 freeway.

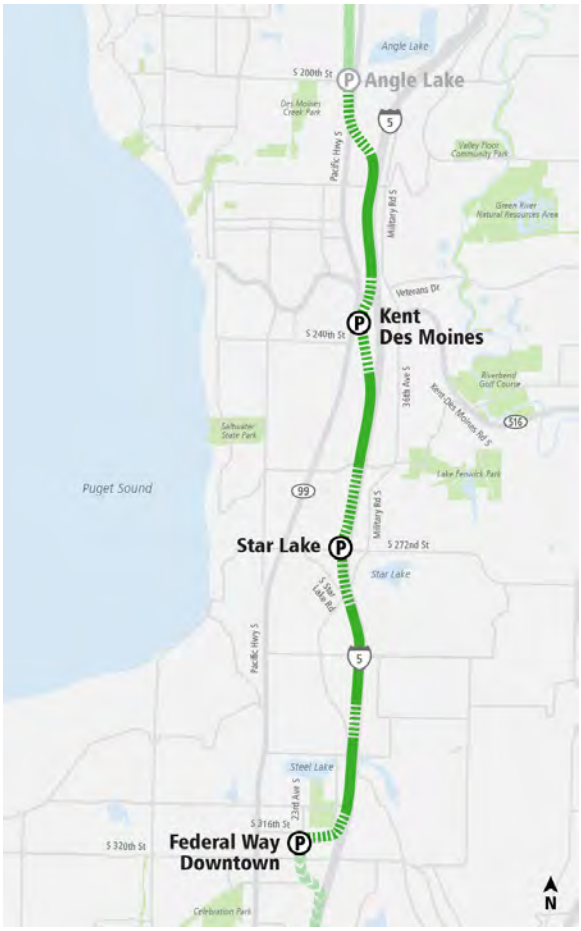
Stations Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget $2.45 Billion (ST Baseline September 2018)

Schedule Revenue Service: December 2024**
(to be revised beyond this date with ST Board approval due to impacts at Structure C)



Map of Federal Way Link Extension

Key Project Activities

- Contractor continued work at Structure C including drilled shaft installation.
- Project team continues minor utility relocations needed at station areas.
- TPSS-S03 was delivered to the project site.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.
- FWLE team working with WSDOT to amend the Temporary Construction Airspace Lease (TCAL) agreement for Structure C area.
- FWLE team reached agreement with WSDOT for the construction funding and coordination Task Order B-14 agreements. This action is scheduled for the September System Expansion Committee meeting.
- City of Federal Way is reviewing minor edits to amendment to extend City Services Agreement. Both Federal Way and Kent City Services Agreements are scheduled for September System Expansion Committee meeting.

Project Cost Summary

The project cost is summarized below in two cost categories; first cost table in accordance with Sound Transit's budget Work Breakdown Structure (WBS) and second cost table in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The tables below represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of $3.1B are not shown.

This period approximately $30.8M was incurred. $30M was incurred in the Construction phase, mainly for the F200 contract at $29M. Remaining expenditures range from ROW, Construction Services, Preliminary Engineering, Final Design, Third Party and Administration phases. This period the project is forecasting an Estimated Final Cost of $2.38B, a budget underrun of $68.0M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$51.3	$50.5	$96.5	$0.0
Preliminary Engineering	$46.5	$46.1	$45.6	$45.4	$46.1	$0.0
Final Design	$3.1	$6.1	$4.2	$3.9	$6.1	$0.0
Construction Services	$107.0	$156.2	$104.8	$91.8	$156.2	$0.0
3rd Party Agreements	$27.7	$37.7	$25.4	$20.2	$37.7	$0.0
Construction	$1,831.9	$1,770.0	$1,556.2	$1,178.9	$1,770.0	$0.0
ROW	$338.8	$338.8	$230.5	$229.2	$270.8	$68.0
Total	**$2,451.5**	**$2,451.5**	**$2,017.8**	**$1,619.8**	**$2,383.5**	**$68.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$155.2	$499.5	$360.1	$512.7	-$357.5
20 Stations	$318.9	$105.2	$302.7	$213.3	$334.5	-$229.3
30 Support Facilities	$5.3	$4.6	$11.6	$8.9	$4.9	-$0.4
40 Sitework & Special Conditions	$558.4	$1,169.0	$485.3	$380.3	$684.0	$485.0
50 Systems	$153.8	$49.6	$126.5	$97.6	$152.2	-$102.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,483.5**	**$1,425.7**	**$1,060.3**	**$1,688.3**	**-$204.9**
60 Row, Land	$341.6	$338.8	$230.5	$229.2	$270.8	$68.0
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$398.0	$361.7	$330.3	$341.0	$57.0
90 Unallocated Contingency	$178.1	$229.5	$0.0	$0.0	$81.6	$147.9
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$2,017.8**	**$1,619.8**	**$2,383.5**	**$68.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

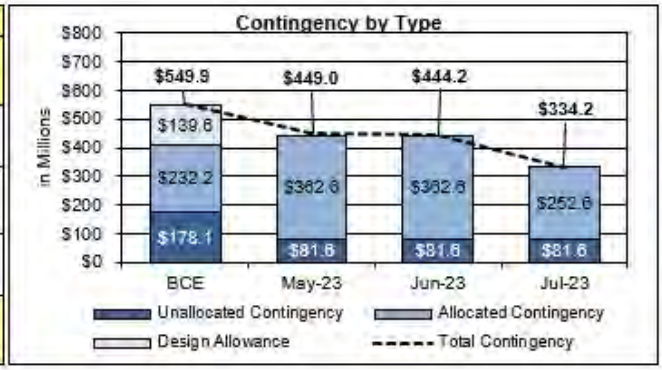
The FWLE project budget was baselined in September 2018 with a total contingency of $549.9M. Additional contingency of $460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance changed from $444.2M to $334.2M.

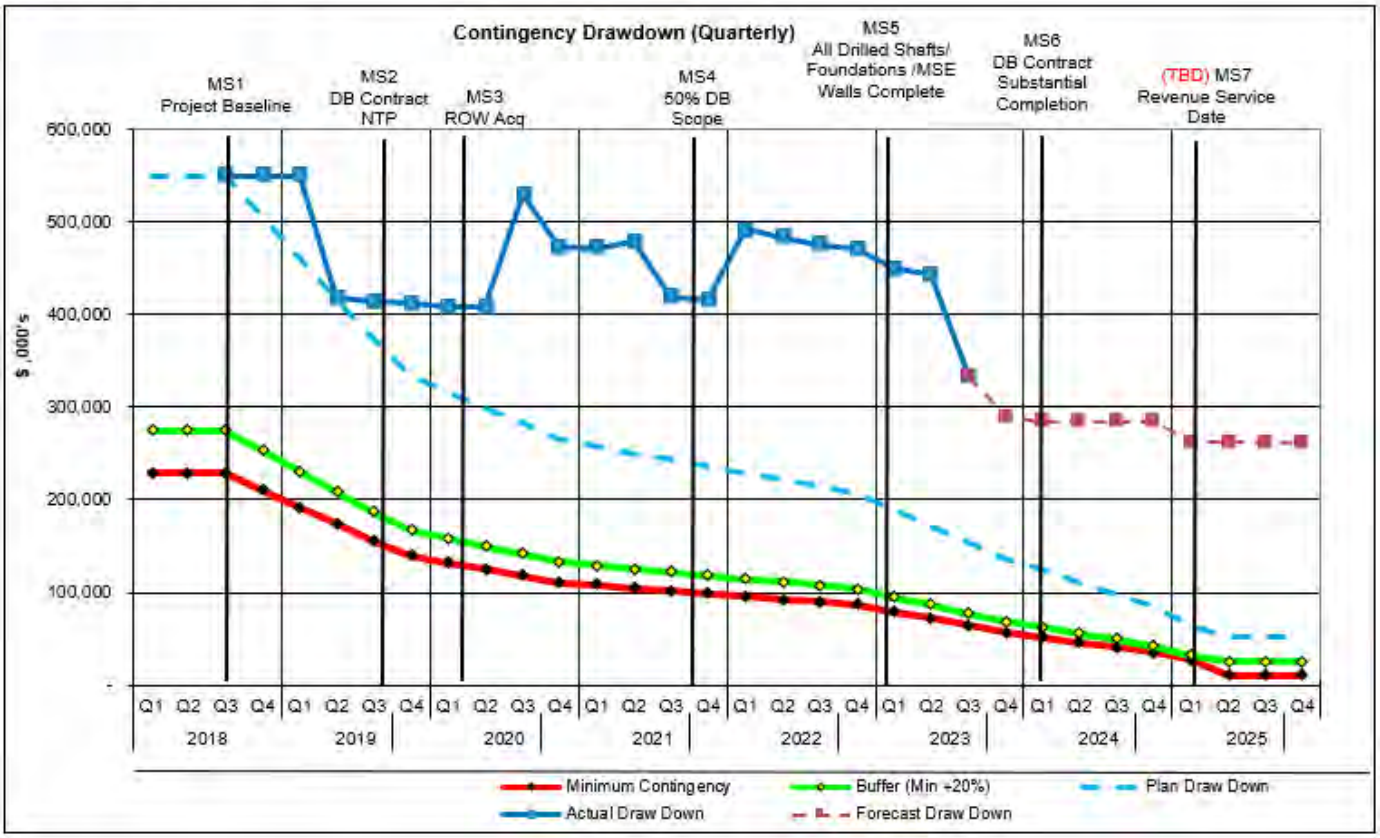
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period the AC decreased by $110M due to several F200 executed change orders including the global resolution change order that addressed all changes associated with the differing site condition at structure C.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC remained unchanged.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$252.6	30.4%
Unallocated Contingency	$178.1	7.3%	$81.6	9.8%
Total:	**$549.9**	**22.4%**	**$334.2**	**40.2%**

Table figures are shown in millions





Risk Management

Changes to the projects top risks are reflected below:

- The scheduled duration between F200 Substantial Completion and planned RSD is insufficient to accommodate impacts and changes to activation and pre-revenue service, resulting in delays to RSD and increased project costs.
- Overlap between the F200 Design Builder's presence at Structure C interferes with the SR-509 project construction and creates delay and inefficiency costs to the project.
- Unknown NCRs or constructability issues with Structure C could impact construction schedule.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- Insufficient Link Operations Staff for Pre-Revenue/Revenue Service operations.
- The integration of additional requirements for facilities and/or systems (by ST) could not only result in increased costs, but could also impact construction completion.
- Additional third party scope is identified during construction (above current expectations and scope) resulting in cost and schedule impacts to the project.
- Delays to permits/stop work by City of Federal Way for code discrepancies and development agreement interpretation.
- ROW possession and use (P&U) and acquisition suffer delays or legal challenges that prevent the parcel from being acquired before it is needed for construction, resulting in delays to the construction schedule.
- PSE SCADA Switch Delay.



FWDG L5 Deck Pour in Federal Way

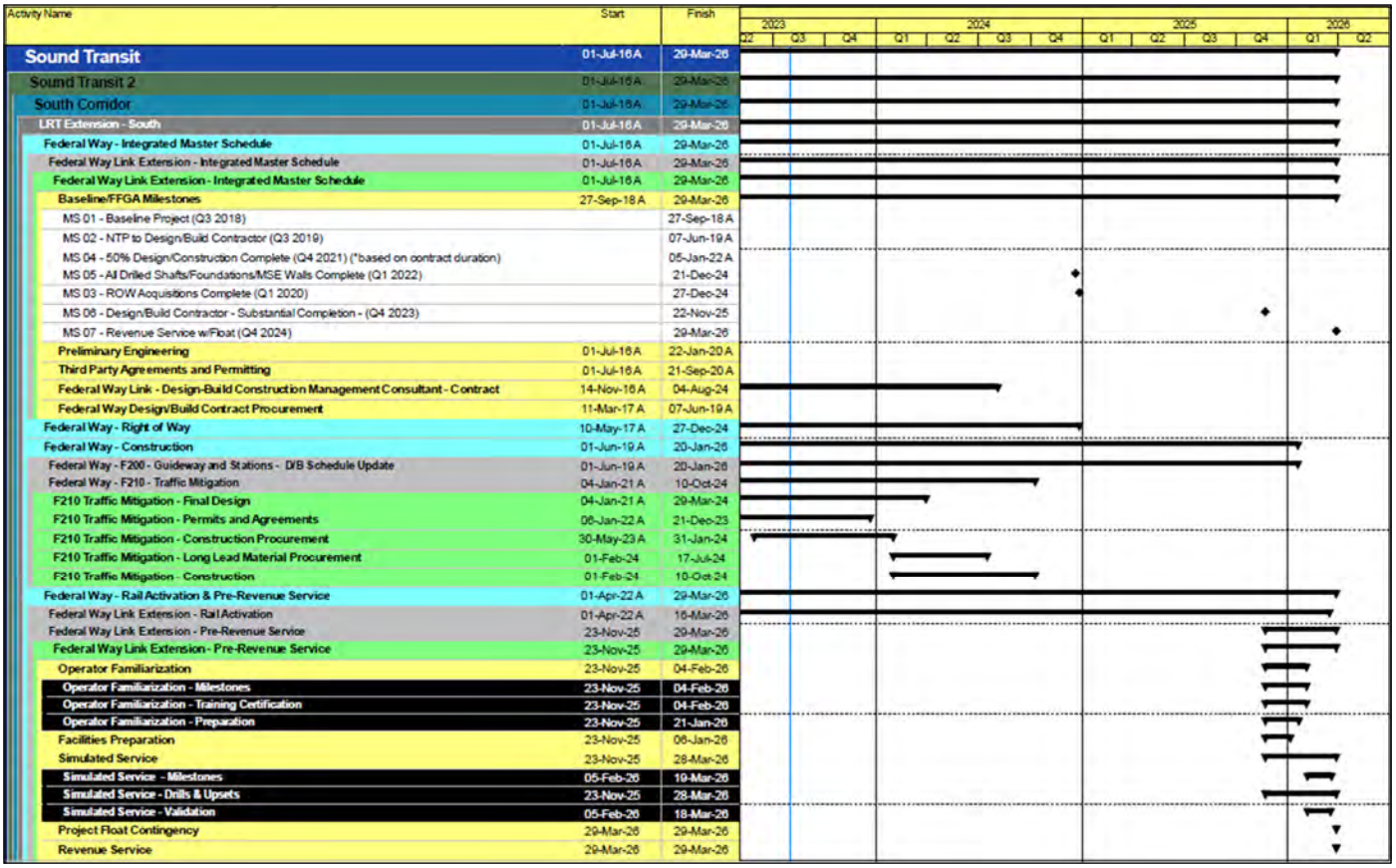


Structure G Special Trackwork DXO in Federal Way

Project Schedule

The calculated weighted percent complete of the major construction contracts is 75.0%. The weighted percent complete accounts for the time and cost impact of the F200 Structure C Long Span. The FWLE integrated schedule includes the revised F200 contract milestones resulting from Structure C Long Span negotiations. For instance, FFGA Milestone #6 reflects the substantial completion of all work for the F200 Design Build contract.

FFGA Milestone #3 continues to trend finish by Q4 2024. Next, the FWLE ROW team forecasts that F210 ROW acquisitions will be complete by Q3 2024. The F210 Final Designer is currently responding to stakeholder comments on the IFB plans. The F210 project team anticipates that this contract will be advertised in Q4 2023.

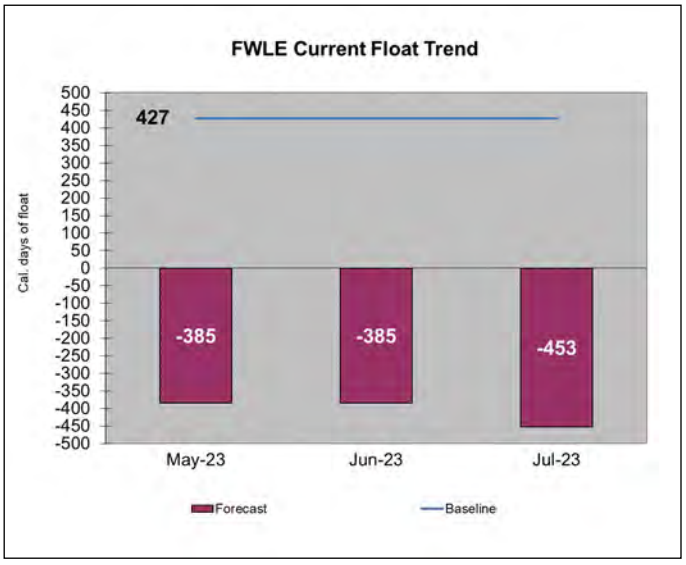


Activity Name	Start	Finish
Sound Transit	01-Jul-16 A	29-Mar-26
Sound Transit 2	01-Jul-16 A	29-Mar-26
South Corridor	01-Jul-16 A	29-Mar-26
LRT Extension - South	01-Jul-16 A	29-Mar-26
Federal Way - Integrated Master Schedule	01-Jul-16 A	29-Mar-26
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	29-Mar-26
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	29-Mar-26
Baseline/FFGA Milestones	27-Sep-18 A	29-Mar-26
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-22 A
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		21-Dec-24
MS 03 - ROW Acquisitions Complete (Q1 2020)		27-Dec-24
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		22-Nov-25
MS 07 - Revenue Service w/Float (Q4 2024)		29-Mar-26
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	04-Aug-24
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A
Federal Way - Right of Way	10-May-17 A	27-Dec-24
Federal Way - Construction	01-Jun-19 A	20-Jan-26
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	20-Jan-26
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	10-Oct-24
F210 Traffic Mitigation - Final Design	04-Jan-21 A	29-Mar-24
F210 Traffic Mitigation - Permits and Agreements	06-Jan-22 A	21-Dec-23
F210 Traffic Mitigation - Construction Procurement	30-May-23 A	31-Jan-24
F210 Traffic Mitigation - Long Lead Material Procurement	01-Feb-24	17-Jul-24
F210 Traffic Mitigation - Construction	01-Feb-24	10-Oct-24
Federal Way - Rail Activation & Pre-Revenue Service	01-Apr-22 A	29-Mar-26
Federal Way Link Extension - Rail Activation	01-Apr-22 A	16-Mar-26
Federal Way Link Extension - Pre-Revenue Service	23-Nov-25	29-Mar-26
Federal Way Link Extension - Pre-Revenue Service	23-Nov-25	29-Mar-26
Operator Familiarization	23-Nov-25	04-Feb-26
Operator Familiarization - Milestones	23-Nov-25	04-Feb-26
Operator Familiarization - Training Certification	23-Nov-25	04-Feb-26
Operator Familiarization - Preparation	23-Nov-25	21-Jan-26
Facilities Preparation	23-Nov-25	06-Jan-26
Simulated Service	23-Nov-25	28-Mar-26
Simulated Service - Milestones	05-Feb-26	19-Mar-26
Simulated Service - Drills & Upsets	23-Nov-25	28-Mar-26
Simulated Service - Validation	05-Feb-26	18-Mar-26
Project Float Contingency	29-Mar-26	29-Mar-26
Revenue Service	29-Mar-26	29-Mar-26

Project Float

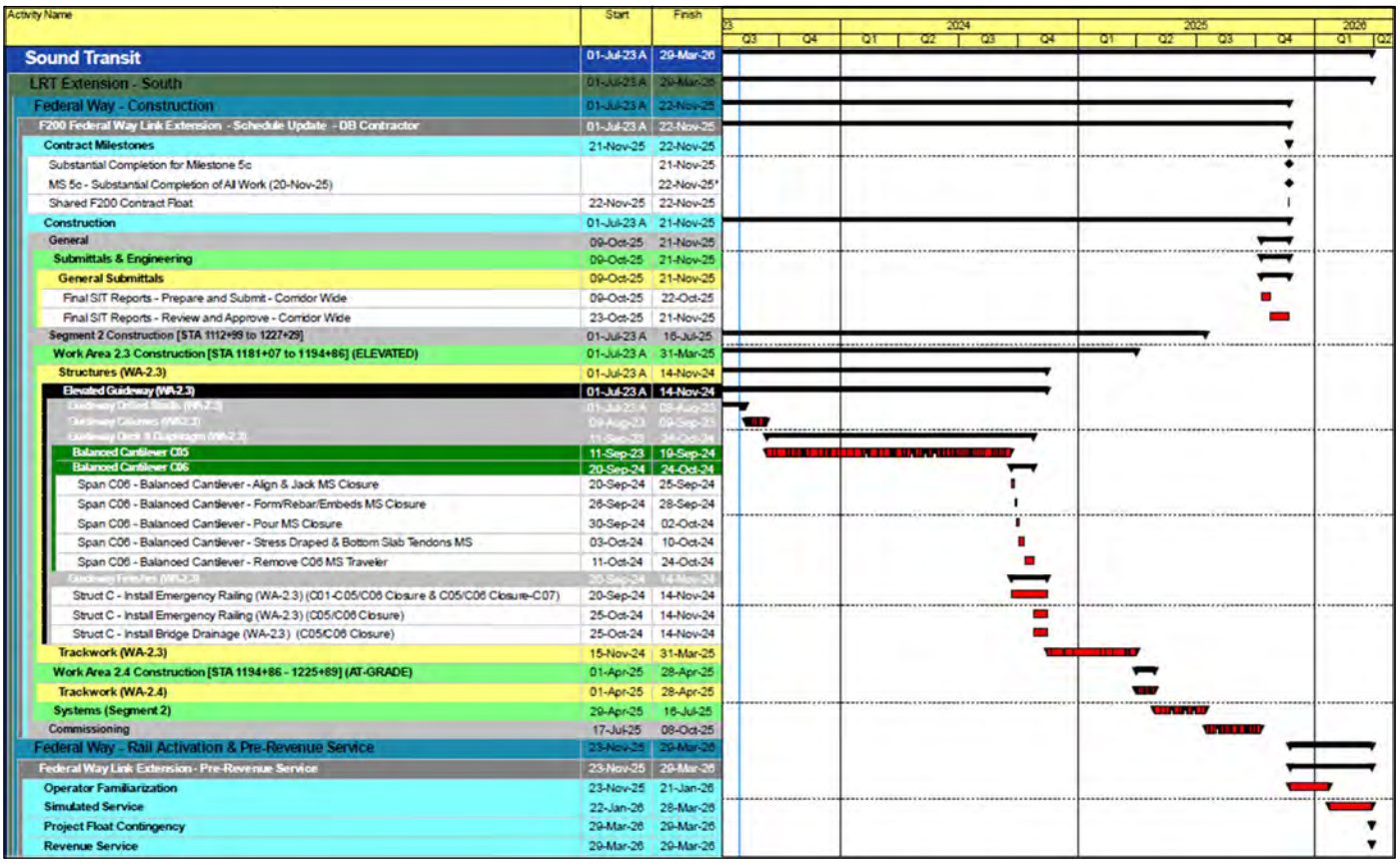
Federal Way Link Extension was baselined with 427 days of project float and a Revenue Service Date of 12/31/2024. Currently, the project is reporting negative 453 days of project float. The majority of the negative project float was caused by the impact of poor soil conditions at Structure C.

Sound Transit and the Design-Builder executed a bilateral Change Order in July 2023, based on the global settlement agreed upon in March 2023. The time impact of the Structure C delay has been incorporated in the project's CPM schedule. Next, the decrease of project float this month is attributed to a longer pre-revenue service duration, which incorporates lessons learned and aligns with Sound Transit's other link light rail projects.



Critical Path Analysis

The critical path to revenue service commences with drilled shafts at pier C05 which experienced delays during this reporting period. Next, construction of the C05 flared column, pier table, mobilization of traveler, and construction of cast-in-place (CIP) segments can be done. The critical path continues with Structure C Long Span emergency railing and concludes with Segment 2 trackwork, OCS system integrationconstruction, system integration testing, and pre-revenue service operations.



Key Traffic Mitigation Activities

- 100% plan comment response in Bluebeam completed. Consultant preparing 100% verification documents.
- Appraisal for FL-910 in review, no FTA review required.

Closely Monitored Activities

- F210 ROW acquisition:
 - 3 of 10 properties acquired.
 - 9 of 10 appraisals completed.
 - FL-910 appraisal in review.
- Alternative storm plan proposed to City of Federal Way for consideration.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Federal Way Link Extension Property Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
271	371	442	412	444	440

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022.

Community Engagement

- Tabled information booth at Kent Cornucopia Days.
- Tabled information booth at Somali Heritage Festival.
- Tabled information booth at Federal Way Summer Sound Concert Series.
- Filmed and interviewed two businesses Loyal to the Local video campaign.



Kent Cornucopia Days



Federal Way Summer Sound Concert

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants, represented as a constant over the year. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project team has updated the Planned FTE Monthly Average estimate for the year.

Overall the project FTE is 18.7 under the staffing plan for this period. DBPM Services is under plan as they address Design-Build contractor activities for change management, major construction oversight pertaining to drill shafts, stations, garages and various civil site work throughout the alignment. ST staffing is trending approximately 15.8 under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.8	31.0	15.8
Consultants	82.0	79.1	2.9
TOTAL	128.8	110.1	18.7
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Construction Safety

Data/ Measure	July 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	4	18
Days Away From Work Cases	0	1	8
Total Days Away From Work	0	133	237
First Aid Cases	3	37	84
Reported Near Mishaps	0	4	17
Average Number of Employees on Worksite	456	-	-
Total # of Hours (GC & Subs)	81,358	658,851	2,427,520
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	1.21	1.48
Lost Time Injury (LTI) Rate	0.00	0.30	0.66
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

F200 Design Build Contract

Current Progress

Status at the close of July 2023, the baseline schedule confirmed completion: Contract total = 75.0%, Construction = 73.9%, and Design = 100%. Significant construction progress occurred on all segments in relation to: Guideway (track construction, systems duct bank, sub-ballast, superstructure and substructure). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and Federal Way Downtown (FWD) Station and Garage and End of Line Facility (EOL). TPSS and Signal House Fabrication work also progressed.

Design:

- All design packages are Issue For Construction (IFC).

Construction:

- Guideway substructure and superstructure construction completed (all Segments except structure C): Structures A, B, C, D, E, F, G and Z are completed, finish and track work remain.
- Track: Corridor Wide: Direct fixed track – plinths = 78%, Sub Ballast = 60%, Ballast = 60%, Ties =48%, Rail = 48%.
- Ballasted Track: WA 1.2, 2.2, 2.4, 3.1 and 3.3 and DF Track: WA 1.1, 1.3, 2.5, 3.4 and 3.8.
- Systems work (OCS and Signals): WA 1.1 Install poles and cantilevers. WA 1.2 Install span insulation and impedance bonds. WA 3.5 OSC Shafts and duct bank construction. WA 3.7 OCS installation verification.
- Noise wall, MSE wall, and CIP wall construction in work areas 1.2, 2.2, 2.3, 2.4, 3.1, 3.3, 3.5, 3.7 and 3.8.
- TPSS S02: Punchlist activities. TPSS S03: Set substation and temp power. Work on interior and exterior elements.
- KDM Station (58.7% complete): KDM Garage (77.1% complete).
- Structure C: Shaft C05-A and B, Secant piles C07. Columns C06-A and B, and rebar for C05-A and B. Pier tables C06 and C05.
- Star Lake Station (38.7% complete): Extensive work on both East and West Platform and Plaza levels.
- Star Lake Garage (67.3% complete): Extensive work on both interior and exterior elements.
- FWD Station (50.3% complete) and FWD Garage modification (28.0% complete) continues.
- Milestone 3: Traction Power Systems (Segment 1) – TPSS S02 wire pulls and terminations, SAT – Site Acceptances Test for LRV early storage and TPSS S02. SIT – System Integration Test for LRV early storage. TPSS S03 has been set and logistics of LRV storage is ongoing.



Station finishes underway at Star Lake Station and Garage

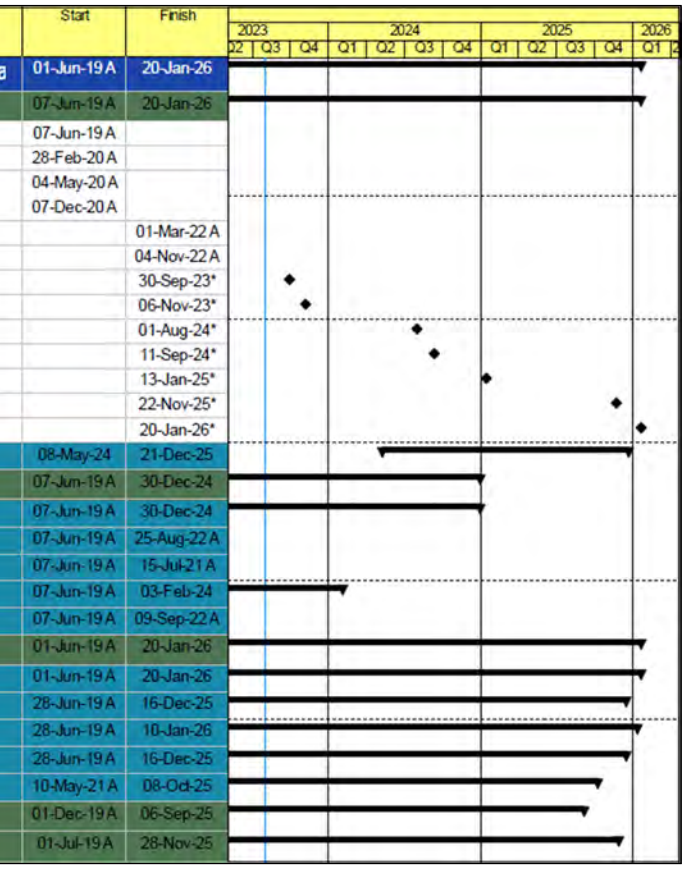


Structural steel and concrete complete at FW Station

Schedule Summary

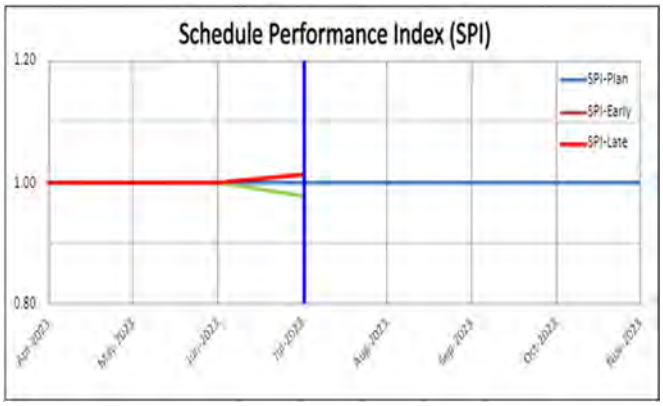
The July 2023 F200 Design-Builder's schedule is under review. The Structure C Long Span impact and adjusted contract milestones have been incorporated into the F200 integrated schedule. All of the IFC design packages have been completed. As-built documentation and other design support work will continue until the end of the project. Also, the DB continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS systems, traction power, and other systems.

Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - DB Contra	01-Jun-19 A	20-Jan-26
Contract Milestones	07-Jun-19 A	20-Jan-26
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		30-Sep-23*
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		06-Nov-23*
MS 5a - Substantial Completion Work North of Structure C (05-Aug-24)		01-Aug-24*
MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24)		11-Sep-24*
MS 5b - Substantial Completion Work South of Structure C (31-Dec-24)		13-Jan-25*
MS 5c - Substantial Completion of All Work (20-Nov-25)		22-Nov-25*
MS 5d - Acceptance of All Work (20-Jan-26)		20-Jan-26*
Substantial Completion Inspection and Punchlist	08-May-24	21-Dec-25
Design	07-Jun-19 A	30-Dec-24
Design Milestones	07-Jun-19 A	30-Dec-24
Corridor Wide	07-Jun-19 A	25-Aug-22 A
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A
Design Packages - Star Lake Segment 2	07-Jun-19 A	03-Feb-24
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A
Construction	01-Jun-19 A	20-Jan-26
General	01-Jun-19 A	20-Jan-26
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	16-Dec-25
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	10-Jan-26
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	16-Dec-25
Commissioning	10-May-21 A	08-Oct-25
Provisional Sums	01-Dec-19 A	06-Sep-25
Change Orders	01-Jul-19 A	28-Nov-25



Schedule Performance Index

For the July reporting period, the Early SPI is 0.98 and Late SPI is 1.01 and is calculated based on the EV report this period which is still under review.



Next Period's Activities

Design:

- No major design packages remain, all future design efforts will be managed through the NDC/FDC process.

Construction:

- Guideway superstructure construction is wrapping up, drainage, curb and finish work remains. Only Structure C remains.
- DF trackwork: WA 1.3- 2.1 structure B, WA 2.5 Structure Z, WA 3.2 Structure D, WA 3.4 Structure E, WA 3.6 Structure F and WA 3.8 Structure G.
- Ballasted Trackwork WA 1.2, WA 2.2, WA 2.4 , WA 3.1, and WA 3.3.
- TPSS S03: Grounding building, temp power and install batteries.
- KDM Garage: Extensive work on exterior and interior. Electrical installation and testing.
- KDM Station: Extensive work on station north and south plaza and platform levels. Testing and Commissioning effort.
- Signal House S02-SIG-01: Set signal house and temp power. Signal House S03-SIG-01: Form slab.
- Signal House S05 S05-SIG-01: Form foundation.

Construction (*continued*):

- Structure C: Shaft C05-A and B. Columns C05-A and B. Pier table C06 and C05.
- Star Lake Garage: Extensive work on both exterior and interior elements.
- Star Lake Station: Extensive work on both plaza and platform levels.
- Star Lake Ancillary Building: Work on both interior and exterior elements.
- FWD Garage: PT deck, wall and column work.
- FWD Station: Extensive work on both North and South surface and platform levels.
- End of Line Facility: Work on both interior and exterior elements.
- Milestone 3: TPSS S02 has been set and logistics of LRV storage is ongoing.
- TPSS S02: Finish enclosure.
- TPSS S05: Set substation, temp power, and ground grid installation.

Closely Monitored Issues (F200)

- Structure C tangent pile anomalies (C-05-2A, C-05-8A). Structure C Shaft C05A.

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	$1,285,200,000
Change Order Value	$285,576,206
Current Contract Value	$1,572,932,330
Total Actual Cost (Incurred to Date)	$1,156,800,075
Percent Complete	75.0%
Authorized Contingency + Add'l Ctg	$358,297,519
Contingency Drawdown	$285,576,206
*Contingency Index *Excludes ATC/NTD	1.05



Ballasted track and traction power pole installation started

Project Summary

Scope

This project adds a new at-grade light rail station to the existing 1 Line on Martin Luther King Jr Way S between S Graham St and S Morgan St in Seattle.

The project bridges the 1.5-mile gap between the existing Columbia City and Othello stations, and increases light rail access in the growing Hillman City, Brighton, New Holly, and Beacon Hill neighborhoods.

The project provides improvements to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase

Planning

Budget

$2.9M through completion of Preliminary Engineering

Schedule

Target date: 2031



Map of Project Alignment

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Assembled project team and documented roles and responsibilities through project chartering.
- Evaluated consultant proposals and conducted interviews for Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services.
- Selected top-ranked consultant and began contract negotiations. Anticipating concluding contract negotiation late August/ early September 2023.

Project Cost Summary

The Graham St. Infill Station is voter-approved projects under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $1.7M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$0.4	$0.1	$0.1	$0.4	$0.0
Preliminary Engineering	$2.3	$0.0	$0.0	$2.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2.9**	**$0.1**	**$0.1**	**$2.9**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

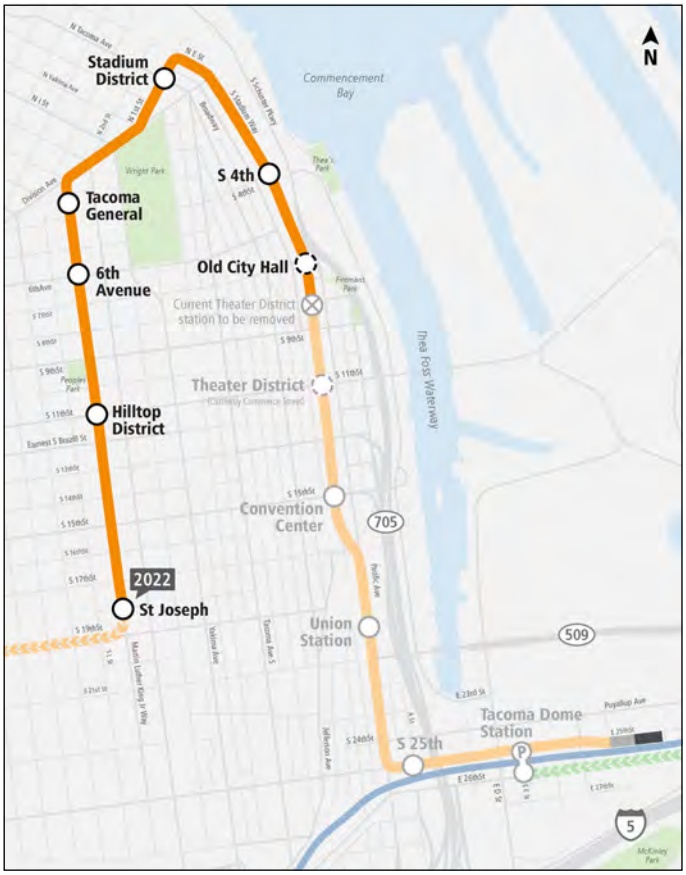
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF). The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget $282.7 Million (Increased February 2022)

Schedule Revenue Service: September 16, 2023



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design Consultant continued design services during construction.

Construction: The contractor completed civil and systems work. Systems Integration Testing is underway.

- **All Headings:** Continued punch list work. Performed signal timing adjustments on the extension.
- **Testing and Commissioning:** Contractor performing system program adjustments in advance of SIT 506 VMS.

Closely Monitored Issues

- Staff continues to assist contractor planning and execution support efforts for agency integrated testing and required training.
- Staff continue to closely track critical and near critical schedule activities, implementing mitigations when necessary, to maintain Q3 2023 RSD.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period approximately $2.0M was incurred. The majority of the expenditures were for LRVs and Construction.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$28.9	$26.6	$26.3	$28.9	$0.0
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$16.2	$16.1	$15.9	$16.2	$0.0
Construction Services	$16.7	$16.5	$16.0	$16.7	$0.0
Third Party Agreements	$1.4	$1.3	$1.0	$1.4	$0.0
Construction	$172.0	$166.2	$163.6	$172.0	$0.0
Vehicles	$40.1	$39.1	$37.7	$40.1	$0.0
ROW	$1.9	$1.9	$1.9	$1.9	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$282.7**	**$273.2**	**$267.9**	**$282.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	$32.9	$31.8	$31.3	$32.9	$0.0
20 Stations	$3.7	$3.6	$3.5	$3.7	$0.0
30 Support Facilities	$43.7	$42.2	$41.6	$43.7	$0.0
40 Sitework & Special Conditions	$54.9	$53.2	$52.3	$55.0	$0.1
50 Systems	$36.7	$35.5	$34.9	$36.7	$0.0
Construction Subtotal (10 - 50)	**$171.9**	**$166.2**	**$163.6**	**$172.0**	**-$0.1**
60 ROW, Land	$1.8	$1.9	$1.9	$1.9	$0.2
60 Vehicles	$39.8	$39.1	$37.7	$40.1	$0.3
80 Professional Services	$67.4	$66.0	$64.7	$68.8	$1.4
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	-$2.0
Total (10 - 90)	**$282.7**	**$273.2**	**$267.9**	**$282.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The project was baselined in September 2017 with a total contingency of $33.8M. Since baselining, there were drawdowns on AC and UAC for Tacoma LRV, T100 construction, Design Services During Construction and Construction Management services contracts. The baseline contingency levels were insufficient and required an additional $35.4M which was approved by the ST Board in June 2020. A further $30M was approved by the ST Board in February 2022.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at $0, as a result of completion of Final Design.

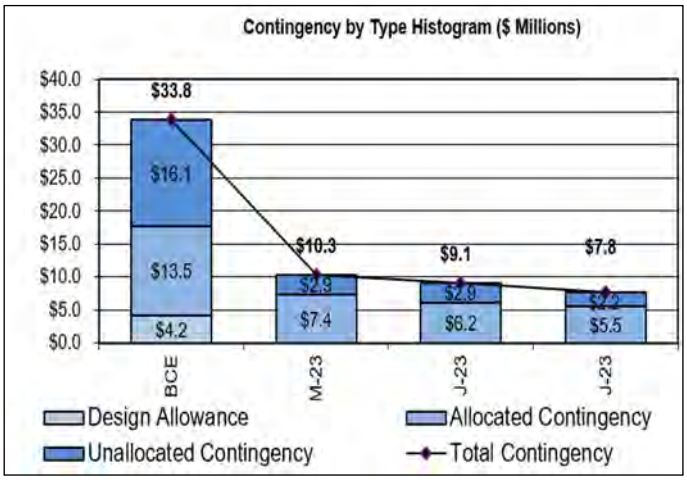
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC decreased by approximately $0.6 due to change orders on the T100 and design contracts.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance decreased by $0.7M this period to cover staff and start-up costs.

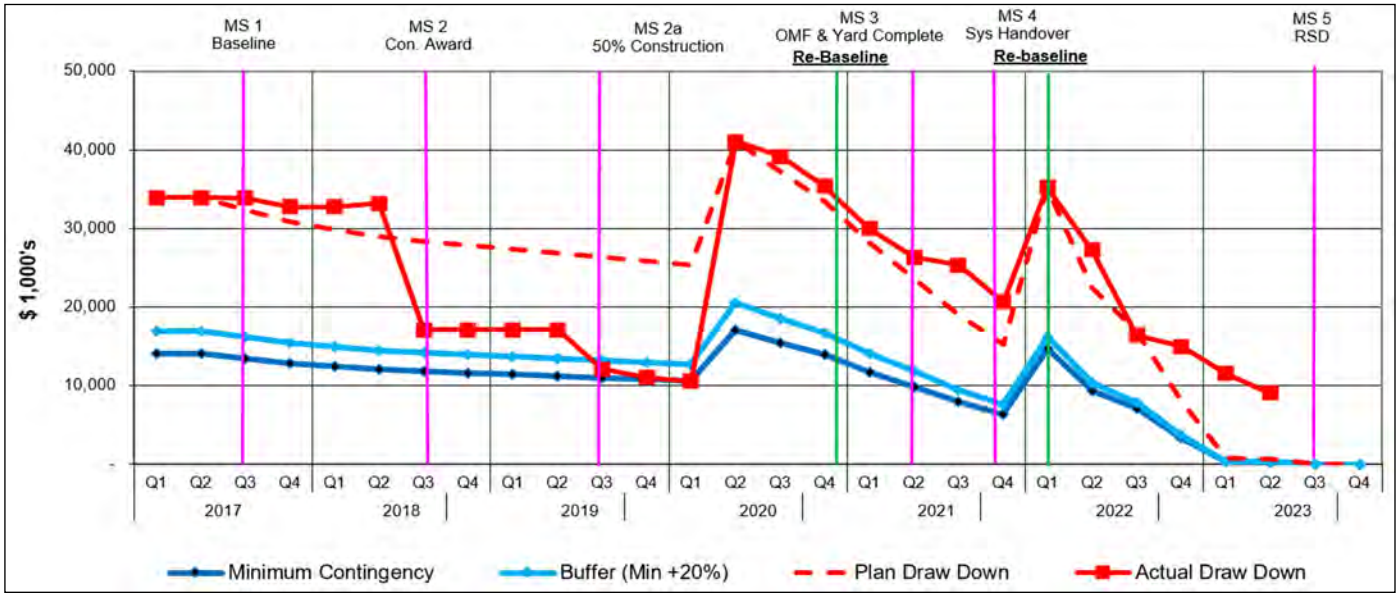
Contingency Status (Monthly)

Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$5.5	37.3%
Unallocated Contingency	$16.1	8.2%	$2.2	14.9%
Total	**$33.8**	**17.2%**	**$7.8**	**52.6%**

Table figures are shown in millions.



Contingency Drawdown (Quarterly)

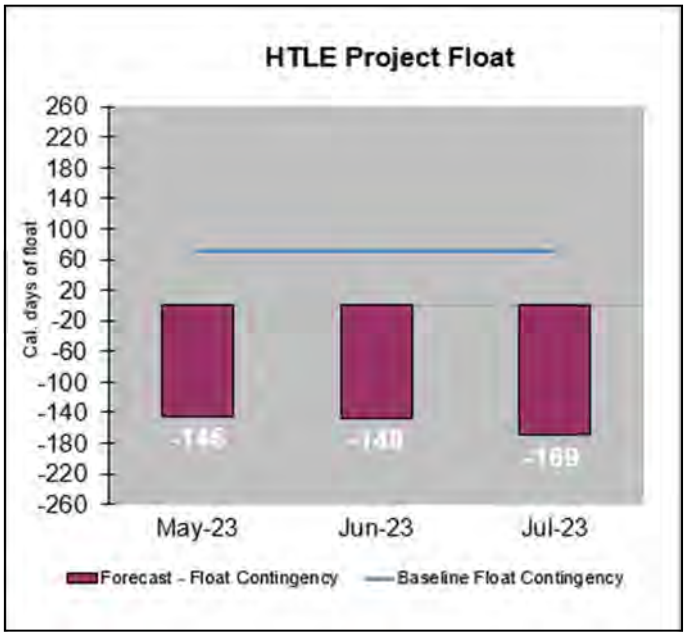


Contingency Drawdown as of June 2023

Project Float

There is zero float remaining on the project which necessitated the need to revise RSD. Staff forecast September 16, 2023 RSD.

The July 2023 update highlights conditional acceptance of four of five LRVs required for simulated service. State Safety Oversight concurrence for conditional acceptance of the vehicles was received in July 2023.



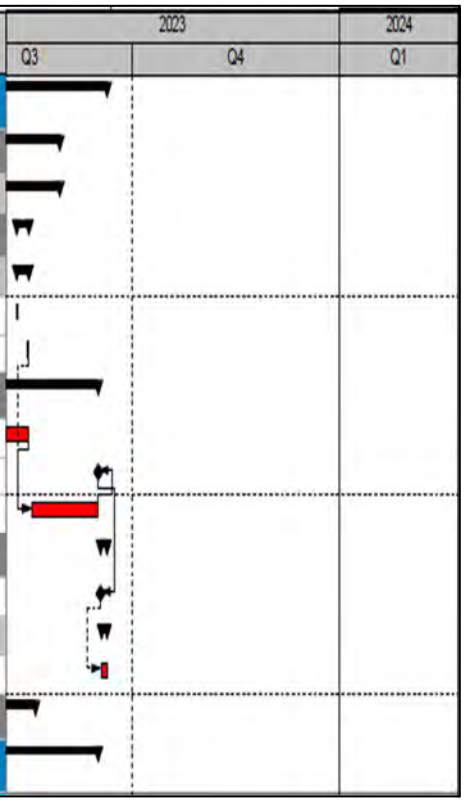
Critical Path Analysis

The project completion schedule contains multiple critical paths.

The main critical path pertains to the validation period which requires 21 days fault-free operations at the start of simulated service.

Any impacts to simulated service will impact revenue service activities.

Activity Name	Start	Finish
HTLE - Project Completion- Current	01-Nov-18 A	19-Sep-23
Construction	01-Nov-18 A	29-Aug-23
Tacoma Links Baseline Schedule	01-Nov-18 A	29-Aug-23
System Integration Testing - SIT	10-Aug-23	15-Aug-23
MAINLINE SIT	10-Aug-23	15-Aug-23
SIT 506 - Train Tracking (EMTRAC ITS/AVL) - Mainline (Skoda and BEC) - Pre-ReTest	10-Aug-23*	10-Aug-23
SIT 506 - Train Tracking (EMTRAC ITS/AVL) - Mainline (Skoda and BEC) - Re-Test	15-Aug-23*	15-Aug-23
Pre-Revenue Service	13-Jul-23 A	15-Sep-23
Simulated Service 21 Day Validation Period	13-Jul-23 A	15-Aug-23
Entire Alignment Available for RS		15-Sep-23
PX - Comms/Remaining Sim Service	17-Aug-23	15-Sep-23
Revenue Service	16-Sep-23	19-Sep-23
Revenue Service Begins (FTA Grant RSD Sept 19 ,2023)		16-Sep-23*
FTA Grant RSD	17-Sep-23	19-Sep-23
Float between ST Forecast RSD and (FTA Grant RSD Sept 19 ,2023)	17-Sep-23	19-Sep-23*
NCRs	05-Jun-23 A	18-Aug-23
HTLE Rail Activation - Current	15-Apr-23 A	15-Sep-23



Risk Management

The following are the top project wide risks:

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.
- Warranty spare parts may not be provided, reducing the availability of capital spares and increasing the likelihood that cars would be taken out of service.
- Garbled radio messages throughout alignment may delay commencement of simulated service.
- Lack of detail in T100 construction schedule may impede adequate resource planning for rail activation, safety certification, System Integration Testing (SIT) and vehicle testing and commissioning.
- FMIs on LRVs may not be completed due to other prioritizing, which may increase vehicle downtime.



Station Signage at 6th Ave.

Project Schedule

The project completion schedule was updated through the end of July 2023 and is more than 99% percent physically complete.

Revenue Service: Current forecast indicates revenue service starting in mid-September 2023. Exact details of RSD will be identified at Readiness Review Meeting #3 scheduled for Aug 15, 2023.

BEC LRV: LRV 5 is awaiting parts needed to complete field modifications before static testing can begin again.

T100: The contractor's June 2023 CPM schedule has not been reviewed. Sound Transit estimates contractor support will be competed in mid-August 2023.

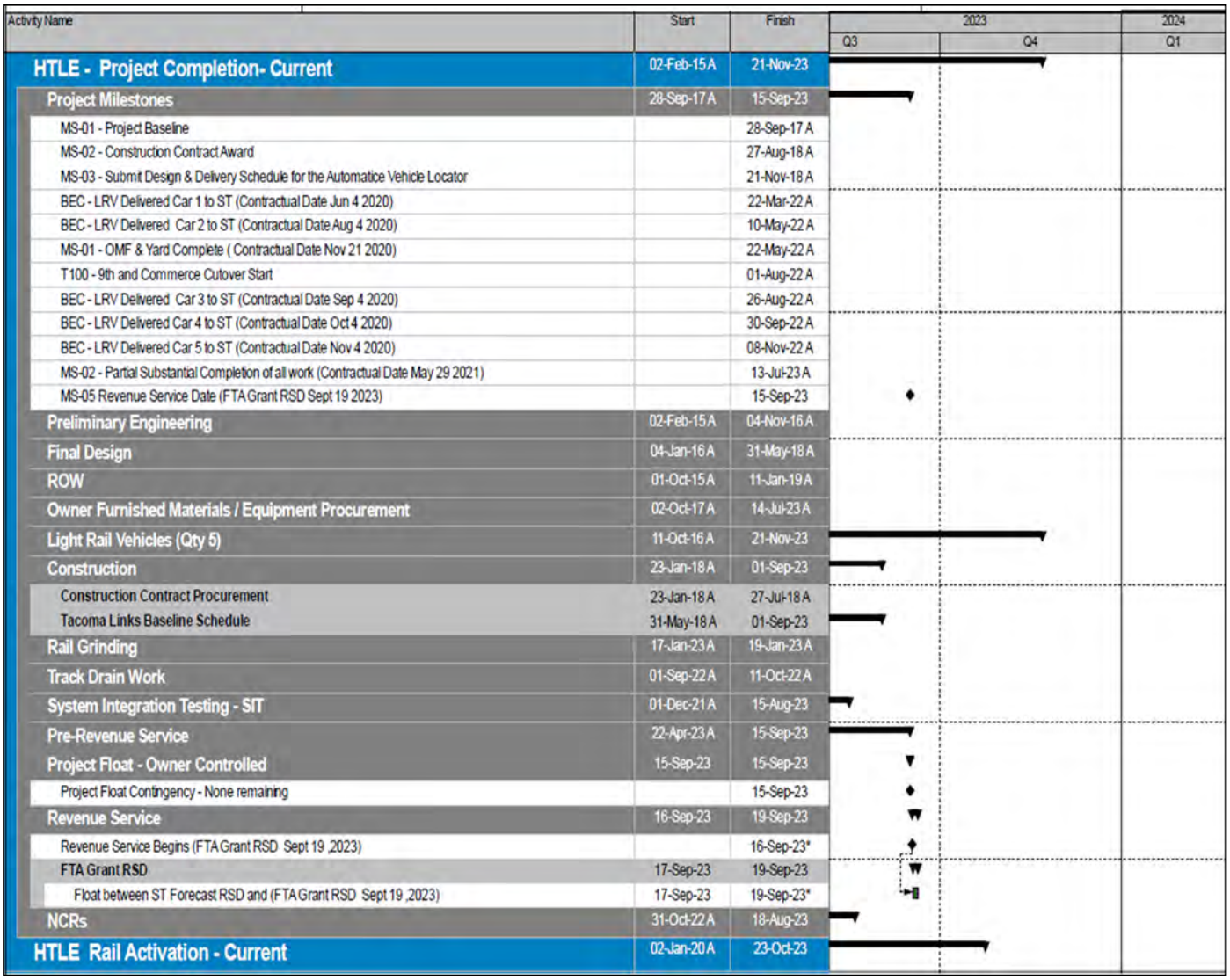
System Integration Testing: Executed SIT 305B Track to Earth Isolation & Monitoring.

Rail Activation: The rail activation schedule includes safety certification activities, maintenance training and Operations familiarization, qualifications and certifications required for the start of pre-revenue service.

Started Audit Profiles 6000 and 7000 and completed T100 Operational Conformance Verification.

Quantitative Risk Analysis (QRA) The last risk review meeting was July 26, 2023.

Activity Name	Start	Finish
HTLE - Project Completion- Current	02-Feb-15 A	21-Nov-23
Project Milestones	28-Sep-17 A	15-Sep-23
MS-01 - Project Baseline		28-Sep-17 A
MS-02 - Construction Contract Award		27-Aug-18 A
MS-03 - Submit Design & Delivery Schedule for the Automatice Vehicle Locator		21-Nov-18 A
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		22-Mar-22 A
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		10-May-22 A
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		22-May-22 A
T100 - 9th and Commerce Cutover Start		01-Aug-22 A
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		26-Aug-22 A
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		30-Sep-22 A
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		08-Nov-22 A
MS-02 - Partial Substantial Completion of all work (Contractual Date May 29 2021)		13-Jul-23 A
MS-05 Revenue Service Date (FTA Grant RSD Sept 19 2023)		15-Sep-23
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A
Final Design	04-Jan-16 A	31-May-18 A
ROW	01-Oct-15 A	11-Jan-19 A
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	14-Jul-23 A
Light Rail Vehicles (Qty 5)	11-Oct-16 A	21-Nov-23
Construction	23-Jan-18 A	01-Sep-23
Construction Contract Procurement	23-Jan-18 A	27-Jul-18 A
Tacoma Links Baseline Schedule	31-May-18 A	01-Sep-23
Rail Grinding	17-Jan-23 A	19-Jan-23 A
Track Drain Work	01-Sep-22 A	11-Oct-22 A
System Integration Testing - SIT	01-Dec-21 A	15-Aug-23
Pre-Revenue Service	22-Apr-23 A	15-Sep-23
Project Float - Owner Controlled	15-Sep-23	15-Sep-23
Project Float Contingency - None remaining		15-Sep-23
Revenue Service	16-Sep-23	19-Sep-23
Revenue Service Begins (FTA Grant RSD Sept 19 ,2023)		16-Sep-23*
FTA Grant RSD	17-Sep-23	19-Sep-23
Float between ST Forecast RSD and (FTA Grant RSD Sept 19 ,2023)	17-Sep-23	19-Sep-23*
NCRs	31-Oct-22 A	18-Aug-23
HTLE Rail Activation - Current	02-Jan-20 A	23-Oct-23



Community Engagement

- Sent project updates to the HTLE email list, HTLE Facebook page, and stakeholder email list.
- Provided a project update at the Hilltop Business Association at their regular monthly meeting.
- Provided a project update to the City of Tacoma's Links to Opportunity project staff.
- Started safety engagement campaign with the start of Simulated Service.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

ST staff variance reflects additional staff required due to adjusted RSD. Consultant FTE is higher than planned as the yearly plan forecasts reductions in future months and delayed revenue service has required additional months of contractor work.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.0	12.0	(1.0)
Consultants	9.7	15.7	(6.0)
TOTAL	20.7	27.7	(7.0)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Contract T100 — Hilltop Tacoma Link Extension

Current Progress

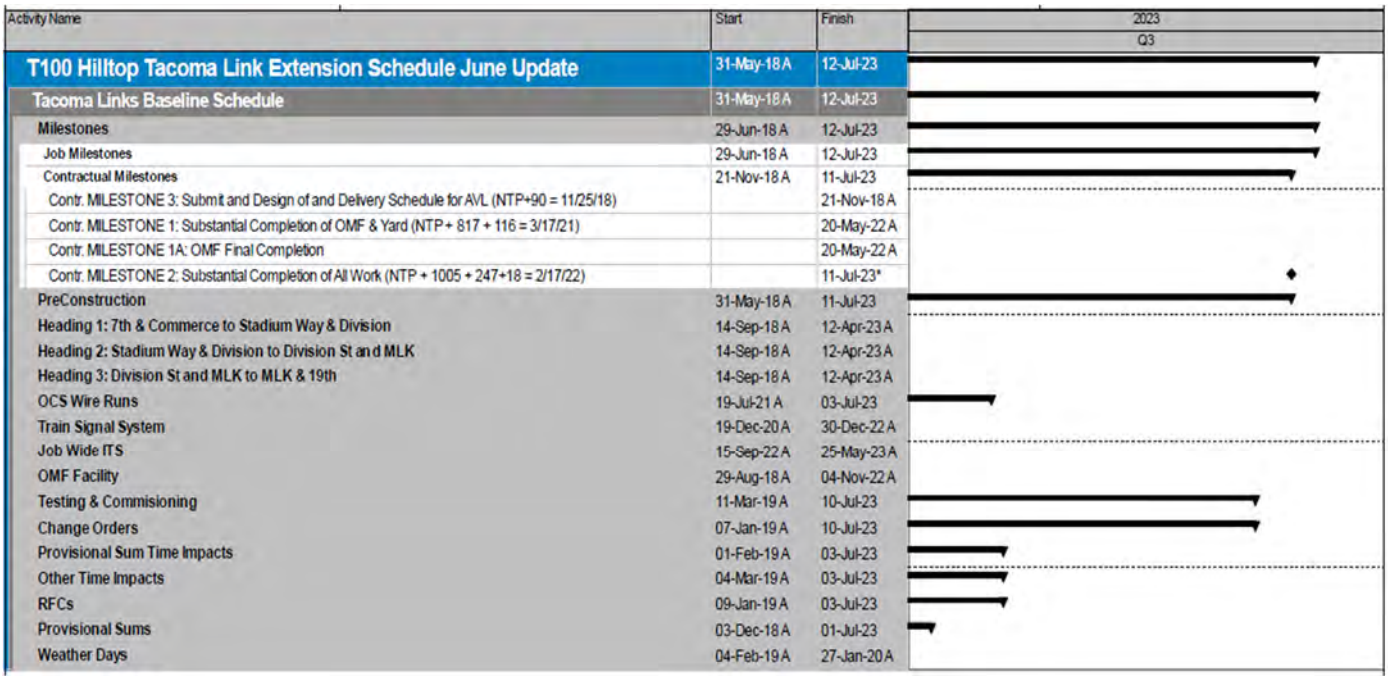
- **All Headings:** Continue punch list corrections.
- **General:** Declared partial MS#2 Substantial Completion of T100 with punch list items remaining. Completed all required training.

Schedule Summary

All contract civil work is complete but system integration testing will not be complete until mid-August 2023. SIT test reports need to be submitted no later than 10 days after completion of SIT.

The contractor's June schedule (no July schedule was submitted) includes remaining punch list items which do not affect Milestone #2 Substantial Completion or the start of pre-revenue service but require completion prior to final acceptance.

Activity Name	Start	Finish
T100 Hilltop Tacoma Link Extension Schedule June Update	31-May-18 A	12-Jul-23
Tacoma Links Baseline Schedule	31-May-18 A	12-Jul-23
Milestones	29-Jun-18 A	12-Jul-23
Job Milestones	29-Jun-18 A	12-Jul-23
Contractual Milestones	21-Nov-18 A	11-Jul-23
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL (NTP+90 = 11/25/18)		21-Nov-18 A
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 817 + 116 = 3/17/21)		20-May-22 A
Contr. MILESTONE 1A: OMF Final Completion		20-May-22 A
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1005 + 247+18 = 2/17/22)		11-Jul-23*
PreConstruction	31-May-18 A	11-Jul-23
Heading 1: 7th & Commerce to Stadium Way & Division	14-Sep-18 A	12-Apr-23 A
Heading 2: Stadium Way & Division to Division St and MLK	14-Sep-18 A	12-Apr-23 A
Heading 3: Division St and MLK to MLK & 19th	14-Sep-18 A	12-Apr-23 A
OCS Wire Runs	19-Jul-21 A	03-Jul-23
Train Signal System	19-Dec-20 A	30-Dec-22 A
Job Wide ITS	15-Sep-22 A	25-May-23 A
OMF Facility	29-Aug-18 A	04-Nov-22 A
Testing & Commisioning	11-Mar-19 A	10-Jul-23
Change Orders	07-Jan-19 A	10-Jul-23
Provisional Sum Time Impacts	01-Feb-19 A	03-Jul-23
Other Time Impacts	04-Mar-19 A	03-Jul-23
RFCs	09-Jan-19 A	03-Jul-23
Provisional Sums	03-Dec-18 A	01-Jul-23
Weather Days	04-Feb-19 A	27-Jan-20 A



Schedule Performance Index

This period the early SPI and late SPI were 1.0 which is consistent with last month. The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. The contractor needs to reforecast executed changes, upon receiving and acceptance, ST will incorporate the updated data into the SPI and report accordingly. Until such time, Early SPI will remain at 1.0.



Next Period's Activities

- **All Headings**: Punch list corrections.
- **General:** Continue remaining SIT 506 VMS.

Closely Monitored Issues

- ST continues to monitor timeline of conditional acceptance of LRVs to support start of pre-revenue service.
- Uncertainty regarding schedule for remaining contract-required training may delay the start of simulated service.

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	$108,295,000
Change Order Value	$35,332,138
Current Contract Value	$143,627,138
Total Actual Cost (Incurred to Date)	$142,182,862
Percent Complete	99%
Authorized Contingency	$40,114,750
Contingency Drawdown	$35,332,138
Contingency Index (CI = % Complete/% Ctg Spent)	1.12

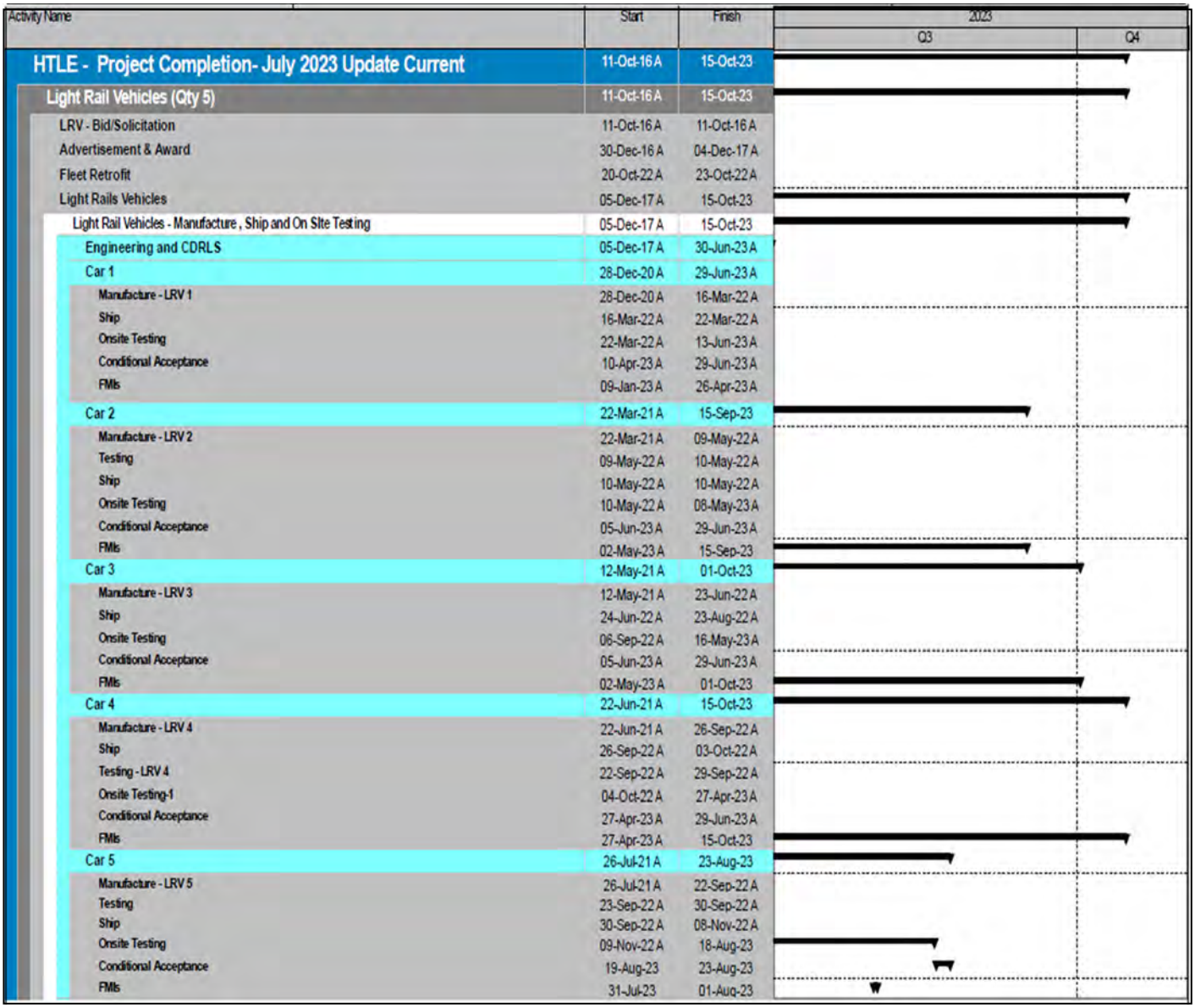


Paving North I Street

Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Forecasted Progress as of Aug 01, 2023

- LRV #1: Conditional acceptance completed.
- LRV #2: Conditional acceptance completed.
- LRV #3: Conditional acceptance completed.
- LRV #4: Conditional acceptance completed.
- LRV #5: Continue work on FMIs and rerunning static testing.



Activity Name	Start	Finish
HTLE - Project Completion- July 2023 Update Current	11-Oct-16 A	15-Oct-23
Light Rail Vehicles (Qty 5)	11-Oct-16 A	15-Oct-23
LRV - Bid/Solicitation	11-Oct-16 A	11-Oct-16 A
Advertisement & Award	30-Dec-16 A	04-Dec-17 A
Fleet Retrofit	20-Oct-22 A	23-Oct-22 A
Light Rails Vehicles	05-Dec-17 A	15-Oct-23
Light Rail Vehicles - Manufacture , Ship and On Site Testing	05-Dec-17 A	15-Oct-23
Engineering and CDRLS	05-Dec-17 A	30-Jun-23 A
Car 1	28-Dec-20 A	29-Jun-23 A
Manufacture - LRV 1	28-Dec-20 A	16-Mar-22 A
Ship	16-Mar-22 A	22-Mar-22 A
Onsite Testing	22-Mar-22 A	13-Jun-23 A
Conditional Acceptance	10-Apr-23 A	29-Jun-23 A
FMIs	09-Jan-23 A	26-Apr-23 A
Car 2	22-Mar-21 A	15-Sep-23
Manufacture - LRV 2	22-Mar-21 A	09-May-22 A
Testing	09-May-22 A	10-May-22 A
Ship	10-May-22 A	10-May-22 A
Onsite Testing	10-May-22 A	08-May-23 A
Conditional Acceptance	05-Jun-23 A	29-Jun-23 A
FMIs	02-May-23 A	15-Sep-23
Car 3	12-May-21 A	01-Oct-23
Manufacture - LRV 3	12-May-21 A	23-Jun-22 A
Ship	24-Jun-22 A	23-Aug-22 A
Onsite Testing	06-Sep-22 A	16-May-23 A
Conditional Acceptance	05-Jun-23 A	29-Jun-23 A
FMIs	02-May-23 A	01-Oct-23
Car 4	22-Jun-21 A	15-Oct-23
Manufacture - LRV 4	22-Jun-21 A	26-Sep-22 A
Ship	26-Sep-22 A	03-Oct-22 A
Testing - LRV 4	22-Sep-22 A	29-Sep-22 A
Onsite Testing-1	04-Oct-22 A	27-Apr-23 A
Conditional Acceptance	27-Apr-23 A	29-Jun-23 A
FMIs	27-Apr-23 A	15-Oct-23
Car 5	26-Jul-21 A	23-Aug-23
Manufacture - LRV 5	26-Jul-21 A	22-Sep-22 A
Testing	23-Sep-22 A	30-Sep-22 A
Ship	30-Sep-22 A	08-Nov-22 A
Onsite Testing	09-Nov-22 A	18-Aug-23
Conditional Acceptance	19-Aug-23	23-Aug-23
FMIs	31-Jul-23	01-Aug-23

Project Summary

Scope Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.

Phase Manufacturing, delivering, testing &

Budget $740.7 Million (Baseline September 2015; Amended April 2017)

Schedule Baseline Project Completion: 2024



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – two LRVs were delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central and to prepare for East Link Extension pre-revenue service — one Series 2 LRV transferred to OMF Central for commissioning this month.
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 25 cars at various stages of final assembly.
- Nine Series 1 Automatic Train Protection (ATP) retrofitted LRVs have been conditionally accepted and are ready to return to revenue service.

Closely Monitored Issues

- Eleven fleet defects have been declared (two closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- OMF Central Yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRV delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions. Weekly meeting with Siemens to monitor progress.
- 100% capital spare parts that do not require Field Modification Instruction (FMI) continue targeted to complete delivery by September 2023. ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts that require FMI updates.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of $740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately $531M to which a majority of the cost are attributed to the vehicles phase of $508.4M. The current period expenditure is $0.3M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$10.8	$10.8	$8.0	$7.9	$10.8	$0.0
Construction Services	$17.8	$17.8	$15.1	$14.6	$17.8	$0.0
Vehicles	$712.1	$712.1	$667.8	$508.4	$712.1	$0.0
Total	**$740.7**	**$740.7**	**$691.0**	**$531.0**	**$740.7**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$705.2	$705.2	$673.5	$513.6	$705.1	$0.0
80 Professional Services	$24.3	$24.4	$17.5	$17.4	$24.4	$0.0
90 Contingency	$11.3	$11.2	$0.0	$0.0	$11.2	$0.0
Capital Total (SCC 10 - 90)	**$740.7**	**$740.7**	**$691.1**	**$531.0**	**$740.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services, Systems Integration Testing (SIT) and upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Series 1 LRV ATP retrofit schedule continue to have substantial impact on commissioning activities of the 81st Series 2 LRV and forward.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a total of $78.0M of Total Contingency. During last period, there was one tiny change in contingency. The project's Total Contingency balance is $48.5M or approximately 23.1% of remaining work in the project.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

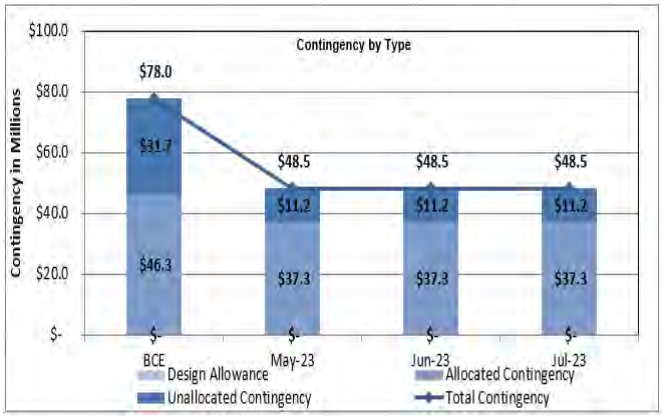
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. The allocated contingency balance remained at $37.3M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC of $500K was transferred to shore up various budget deplete scope during the annual 2023 budgetary process. UAC balance is now at $11.2M.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ 0.0	0.0%	$ 0.0	0.0%
Allocated Contingency	$46.3	6.3%	$37.3	17.8%
Unallocated Contingency	$31.7	4.3%	$11.2	5.3%
Total	**$78.0**	**10.7%**	**$48.5**	**23.1%**

Contingency by Type



Project Schedule

Percent complete of the contract payment milestones is calculated at 75.7%.

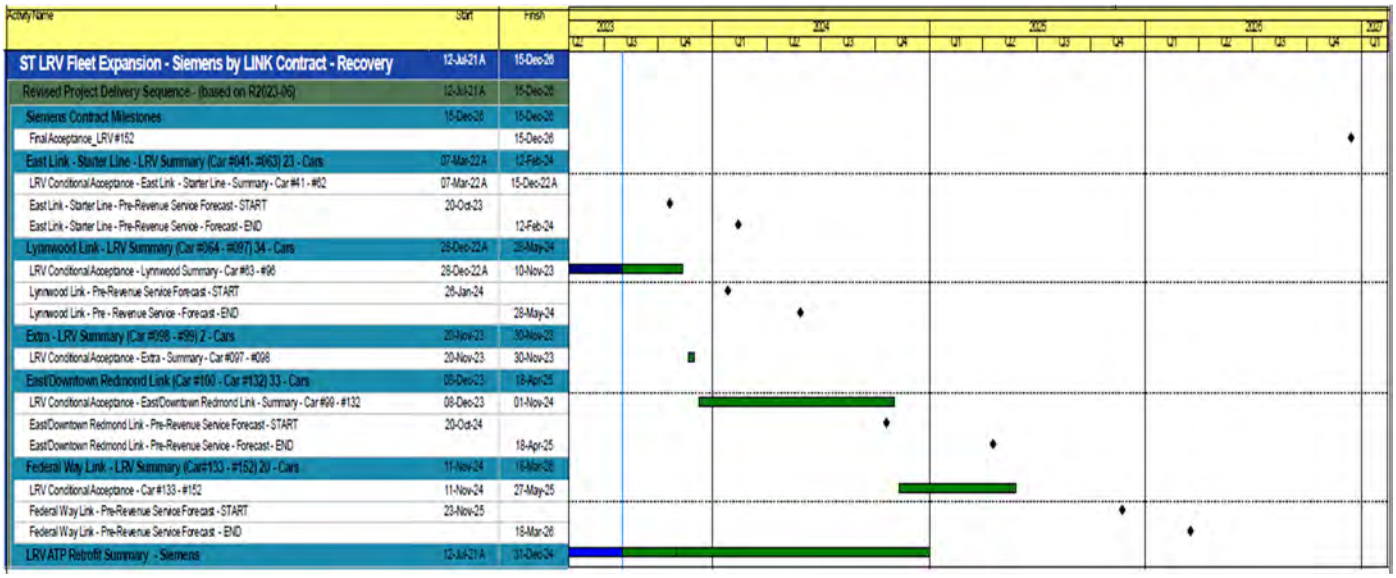
The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from Siemens' monthly schedule update. The LRV manufacturer (Siemens) has delivered 115 LRVs of which 86 LRVs were Conditionally Accepted. In addition, there are 9 LRVs fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for December 2026.

Sound Transit and Siemens anticipate that all the 152 LRVs will have been delivered, commissioned and conditionally accepted by May 2025, which may impact the start of revenue service for each line extension, as was the case with Northgate Link, Mitigation measures for managing simulated service during pre-revenue may need to be identified and implemented. The interface is monitored closely.

Lastly, ATP retrofit schedule may have substantial impact on conditional acceptance rate for 81st Series LRV and forward.

Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test and acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites. 115 LRVs has been delivered. Conditional Acceptance of 86 LRVs has been completed to support Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025. Current forecasts are that Conditional Acceptance rates would impact start of pre-revenue service for East Link and Downtown Redmond Link Extension projects, if the two projects have the same pre-revenue service start date. As was the case with Northgate Link, measures for managing simulated revenue service during pre-revenue may need to be identified and implemented.



LRV Delivery and Testing Progress as of July 31, 2023				
LRV status	**Received / Delivered**	**Testing In Progress**	**Conditionally Accepted**	**Entered Revenue Service**
Planned	142	8	134	134
Actual (Seattle)	80	2	78	78
Actual (Bellevue)	35	27	8*	8*

* *Transferred from OMFC to OMFE to prepare for East Link Extension pre-revenue services and is not part of the current operating alignment.*



Car 299 Buy Backs at OMF Central in Seattle, WA



Car 328 at test pit for inspection in Sacramento, CA

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending July 2023. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	5.6	0.6
Consultants	5.9	8.0	(2.1)
TOTAL	12.1	13.6	(1.5)
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

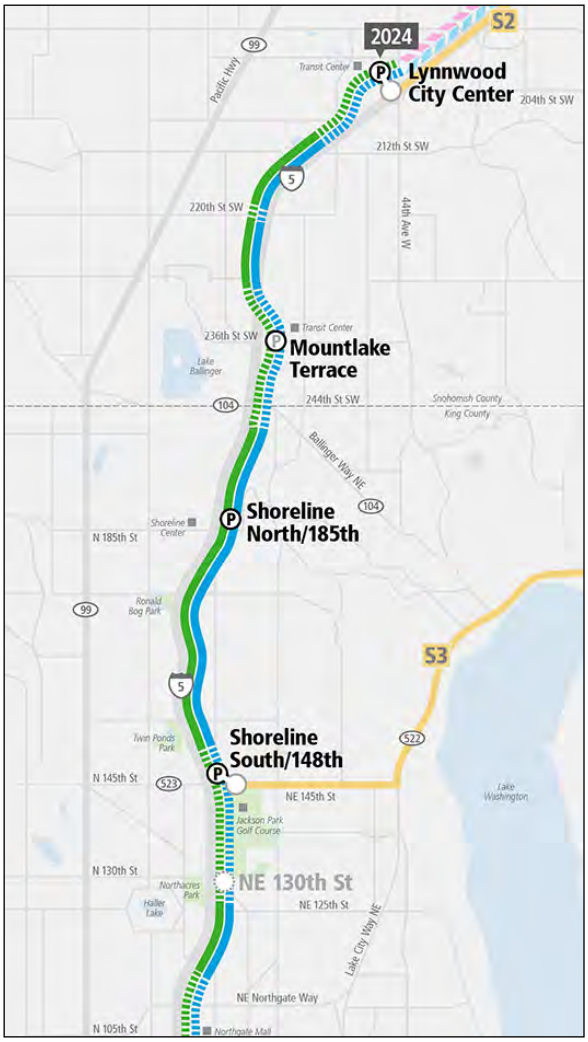
Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Project Summary

Scope

Limits	North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center
Alignment	Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.
Stations	Lynnwood City Center Mountlake Terrace Shoreline North/185th Shoreline South/148th
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	$2.77 Billion (Baseline May 2018)
Schedule	Revenue Service: Summer/Fall 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with elevator buildout and back of house finishes, as well as elevator commissioning at the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including canopy lighting and metal panels as well as elevator installation for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including hardscaping and paving at the adjacent park and ride lot (L300).
- Continued construction of the Lynnwood Station, including commissioning of vertical transportation (L300).
- Continued installation of traction power equipment and wiring for signals and communications (L800).

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Progress of dry standpipe installation to enable follow-on systems work.
- Air quality and heat conditions as the summer weather continues.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are rounded to the first decimal and shown in millions.

For this period, $38.6M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$67.2	$66.7	$91.8	$6.4
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$156.3	$153.3	$160.1	$4.0
Construction Services	$128.4	$139.0	$126.1	$108.7	$135.1	$3.9
3rd Party Agreements	$14.6	$17.6	$15.1	$13.6	$17.0	$0.6
Construction	$1,921.4	$2,094.6	$1,982.4	$1,768.3	$2,091.5	$3.1
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$219.1	$183.8	$182.0	$197.0	$22.1
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,570.0**	**$2,331.7**	**$2,731.6**	**$40.1**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,109.1	$681.4	$629.8	$800.1	$309.1
20 Stations	$333.8	$218.8	$421.3	$374.3	$441.8	($223.0)
30 Support Facilities	$2.0	$2.3	$0.5	$0.2	$2.3	($0.0)
40 Sitework & Special Conditions	$421.1	$522.4	$666.1	$586.6	$583.4	($60.9)
50 Systems	$244.4	$194.3	$200.6	$167.5	$211.9	($17.6)
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,046.9**	**$1,969.8**	**$1,758.4**	**$2,039.5**	**$7.5**
60 ROW, Land	$235.7	$219.1	$183.8	$182.0	$197.0	$22.1
70 Vehicles (Non-Revenue)	$1.4	$1.4	$0.1	$0.1	$1.4	$0.0
80 Professional Services	$449.3	$478.5	$416.3	$391.3	$477.1	$1.4
90 Unallocated Contingency	$292.2	$25.7	$0.0	$0.0	$16.6	$9.1
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,570.0**	**$2,331.7**	**$2,731.6**	**$40.1**

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of $737.7M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

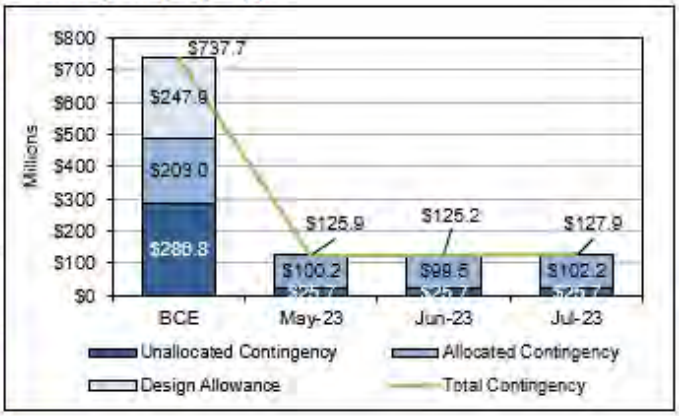
During the current period, Allocated Contingency increased by a net amount of $2.6M due to construction change orders, revised estimates at completion, and a contingency increase due an executed betterment agreement with Seattle City Light.

Contingency Status

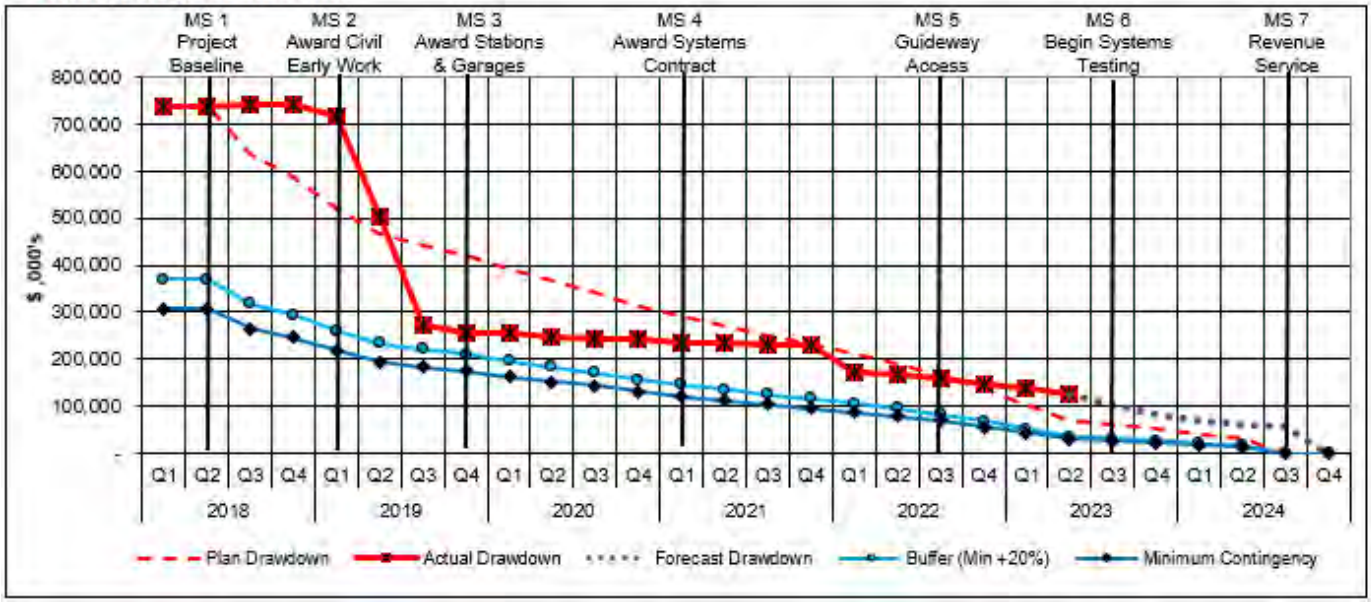
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$203.0	7.3%	$102.2	25.6%
Unallocated Contingency	$286.8	10.3%	$25.7	6.4%
Total:	**$737.7**	**26.6%**	**$127.9**	**32.0%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

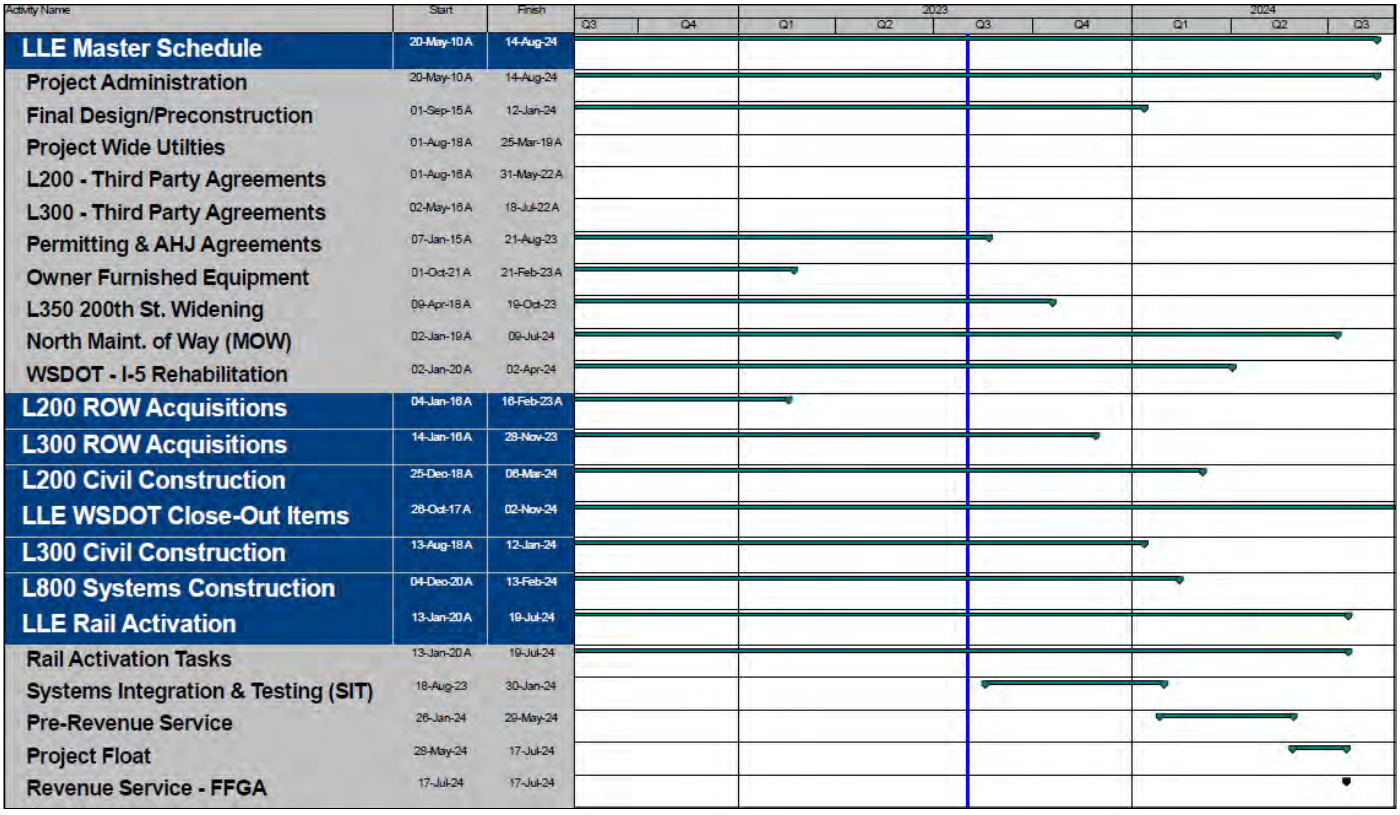
The following are the top project-wide risks:

- Requests from third parties for additional scope as part of inspections and approvals.
- Partner agency and internal support resource availability for testing and commissioning.
- Partner agencies supplying timely permanent power.
- Quality issues necessitating field rework.
- Delayed completion of systems integrated testing.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 90.6%.

The Master Schedule has been updated through July. The reviews of contractor-submitted schedules are ongoing. All three contractors are focused on completing on-guideway work in anticipation of the start of Systems Integration Testing. The Right of Way closeout schedule continues to undergo revision and refinement. The revenue service date forecast remains Summer/ Fall 2024.

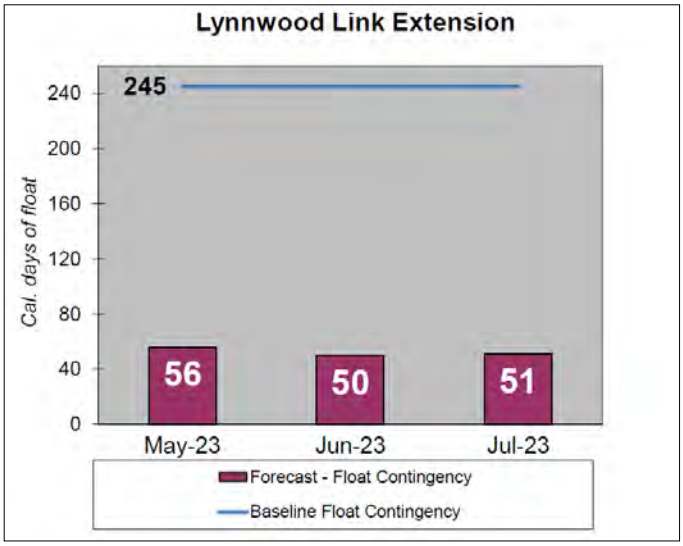


Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 51 days remaining between completion of work and the July 17, 2024 revenue service date.

The float reported continues to be an area of focus for improvement. ST continues working with the contractors to re-examine the schedule duration, logic, and work sequences to find opportunities for improvement.

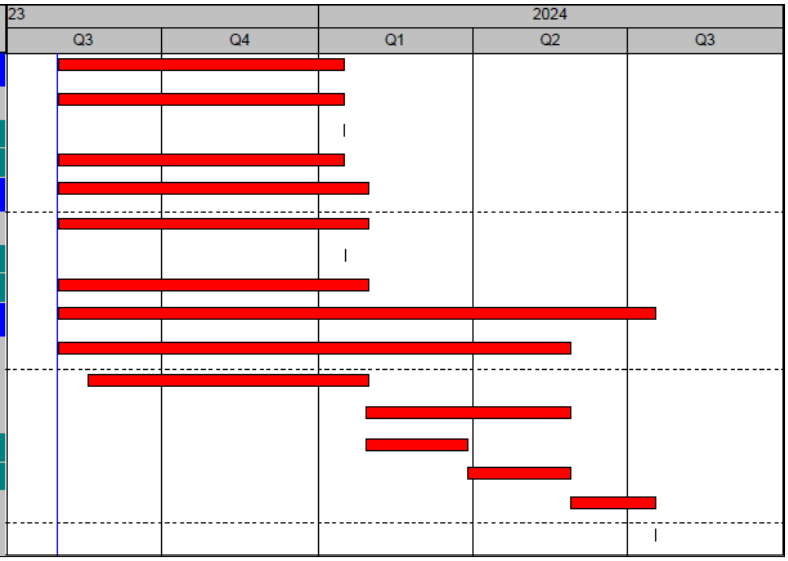
The target revenue service date is unchanged at this point. An ST Board decision regarding formal opening dates, is not expected until later this year.



Critical Path Analysis

The July critical path for the Lynnwood Link Extension is driven by the 185th Station commissioning under the L200 contractor. This is a result of the contractor's linear scheduling of the commissioning work following energization of the station and 185th Garage by Seattle City Light. ST will be working closely with the L200 contractor to develop a realistic commissioning schedule. Installation of dry stand pipe by the L300 contractor, and ongoing signals work by the L800 contractor remain near critical paths within the schedule. All of these paths drive the start of Systems Integration Testing (SIT) and safety conformance, which in turn drives the start of Pre-Revenue Service and the opening to the public.

Activity Name	Start	Finish
L200 Civil Construction	01-Aug-23	16-Jan-24
Project Wide	01-Aug-23	16-Jan-24
Milestones	16-Jan-24	16-Jan-24
Punchlist & Commissioning	01-Aug-23	16-Jan-24
L800 Systems Construction	29-Jul-23 A	30-Jan-24
Sound Transit L800 Engineering / Cor	29-Jul-23 A	30-Jan-24
L800 Engineering	17-Jan-24	17-Jan-24
L800 Construction	29-Jul-23 A	30-Jan-24
LLE Rail Activation	01-Aug-23	17-Jul-24
Rail Activation Tasks	01-Aug-23	28-May-24
Systems Integration & Testing (SIT)	18-Aug-23	30-Jan-24
Pre-Revenue Service	29-Jan-24	28-May-24
Operator Preparation	29-Jan-24	28-Mar-24
Simulated Revenue Service/Drills/Upsets	29-Mar-24	28-May-24
Project Float	28-May-24	17-Jul-24
Revenue Service - FFGA	17-Jul-24	17-Jul-24



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions can result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table. For the Lynnwood Link Extension the total number of parcels available for construction is 383.

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
390	400	751	748	383	382

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.

Community Engagement

Distributed construction alerts via project page, gov list server, emailed and door-to-door for activities around the project site including:

- Nightly closure of 236th St SW in Montlake Terrace.
- 200th St SW lane closure in Lynnwood.
- SR 104 closure in Shoreline.
- Nightly closure of 175th St in Shoreline.
- Early morning construction at 185th St in Shoreline.
- Staff also attended the LETI Latino Expo to promote the project to the community.

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Higher consultants than planned due to the new projected values for 2023, which is expected to level out later in the year as the project comes closer to substantial completion.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.3	45.0	1.3
Consultants	95.0	111.0	(16.0)
TOTAL	141.3	156.0	(14.7)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Construction Safety

Data/Measure	July 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	3	50
Days Away From Work Cases	0	0	5
Total Days Away From Work	21	151	259
First Aid Cases	2	11	90
Reported Near Mishaps	0	8	79
Average Number of Employees on Worksite	390	-	-
Total # of Hours (GC & Subs)	91,671	729,713	5,530,799
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	2.18	0.82	1.81
LTI Rate	0.00	0.00	0.18
Recordable National Average	**2.5**		
LTI National Average	**1.1**		
Recordable WA State Average	**4.4**		
LTI WA State Average	**2.0**		

** Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.*

Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

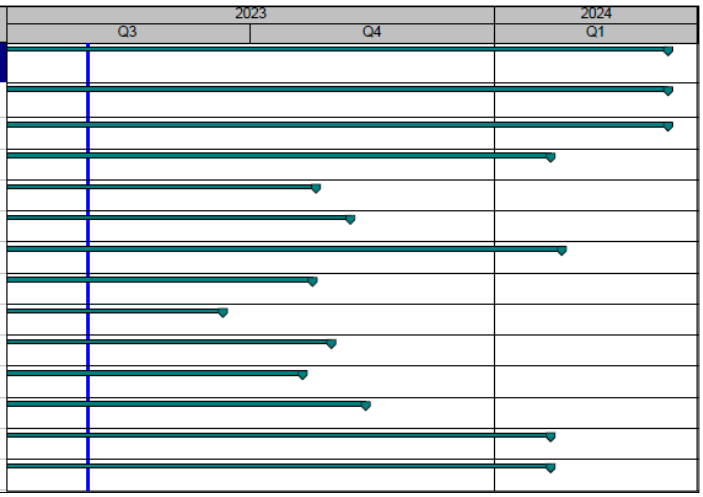
The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued roadway restoration.
- Continued landscaping and restoration along the alignment.
- 148th Station - Continued electrical rough-in, guideway platform tile, began station hardscape.
- 148th Garage - Continued elevator testing & adjustments, along with stairway handrail installation.
- 185th Station - Continued electrical rough-in along with elevator buildout and pedestrian crossing metal panel installation.
- 185th Garage - Continued elevator buildout and garage finishes and lighting.

Schedule Summary

The July update was submitted with a completion date of May 19, 2024, driven by roadway paving on 8th Ave. that is subject to the WSDOT paving parameters. This is roadway restoration work that does not impede progress toward pre-revenue or revenue service. This schedule update remains under review, with key areas being completion of permanent power at 185th Station, as well as completion of the dry stand pipe ahead of the cart clearance test. Absent the roadway paving issue, the schedule exhibits an 8 day slip from the June update driven by power at the 185th station and garage.

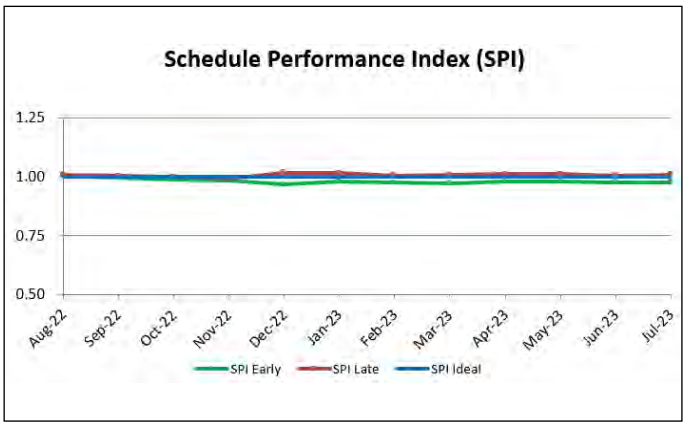
Activity Name	Start	Finish
L200 Civil Construction	25-Dec-18 A	06-Mar-24
L200 Civil Construction	25-Dec-18 A	06-Mar-24
Project Wide	25-Dec-18 A	06-Mar-24
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	22-Jan-24
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	25-Oct-23
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	07-Nov-23
WZ-4 145th Station & Garage	08-Apr-19 A	26-Jan-24
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	24-Oct-23
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	20-Sep-23
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	31-Oct-23
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	20-Oct-23
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	13-Nov-23
WZ-10 185th Station & Garage	15-Apr-19 A	22-Jan-24
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	22-Jan-24



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.98 (same as last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (same as last period).



Work Zone Overview



Next Period Activities:

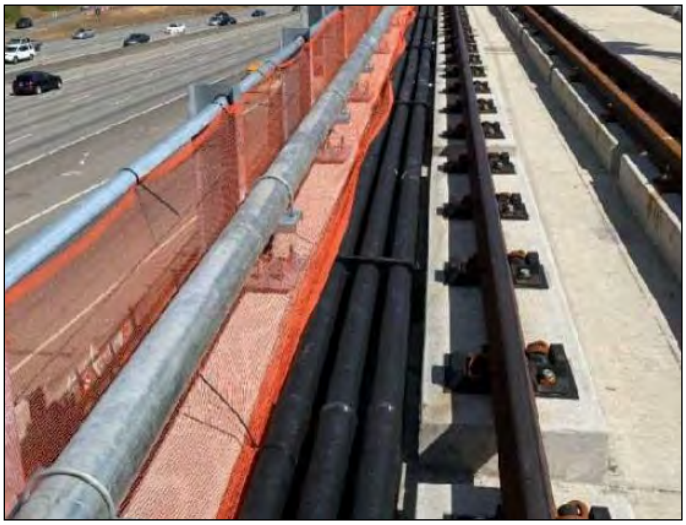
- Continue landscaping and roadway/sidewalk restoration.
- Continue guideway standpipe installation.
- Continue 148th Station electrical rough-in and guideway platform tile installation.
- Continue 185th Station elevator buildout and metal panel installation along with platform topping slab.

Closely Monitored Issues:

- 185th garage concrete cracking on level 2.
- Safety risks associated with shared access to elevated guideway elements.
- Excessive heat exposure along with dust mitigation and control during the summer season.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$771,188,263
Current Contract Value	$859,335,521
Total Actual Cost (Incurred to Date)	$770,482,519
Percent Complete	90.1%
Authorized Contingency	$43,762,892
Contingency Drawdown	$19,337,257
Contingency Index	2.0



Guideway dry standpipe installation

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

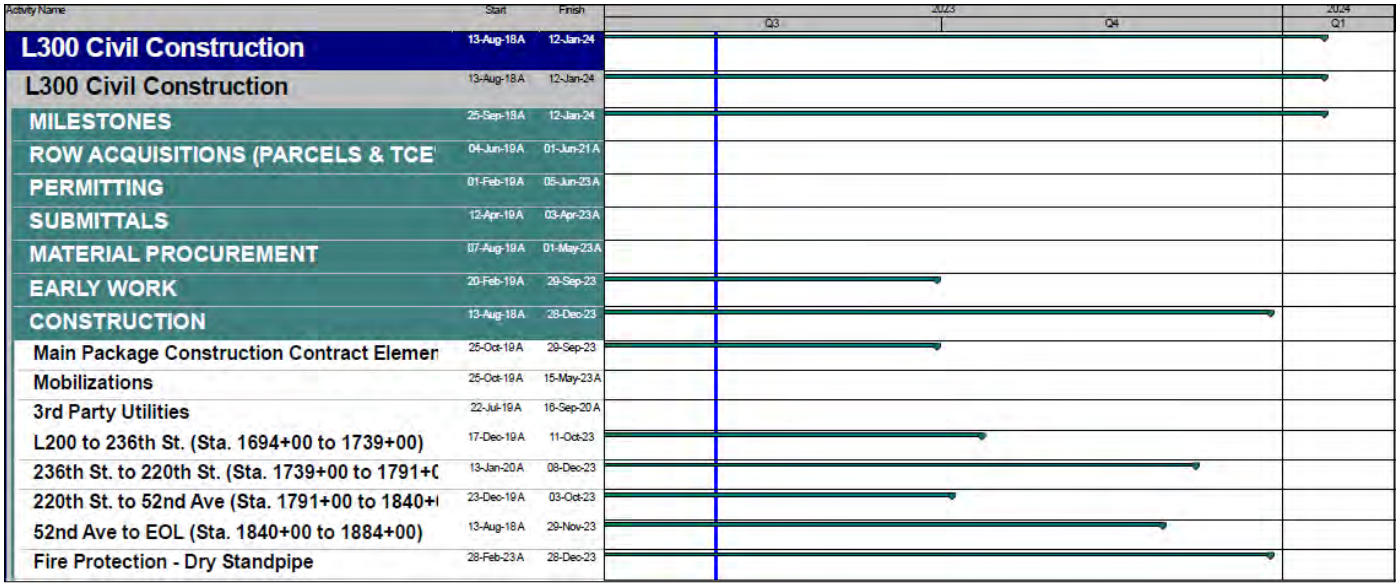
Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Completed escalator installations at Mountlake Terrace and continued installation at the Lynnwood station.
- Continued track punchlist work along the alignment.
- Continued plaza and site hardscaping along the alignment.
- Continued site restoration along alignment.
- Continued transit and traffic circulation improvements along the 200th Street SW corridor.

Schedule Summary

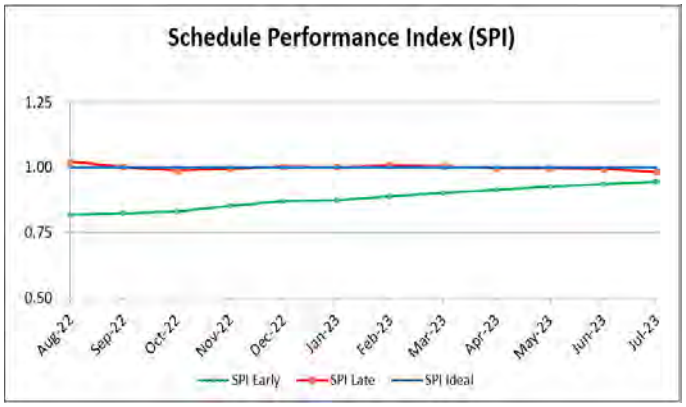
The July update has been submitted to Sound Transit and is currently under review. The schedule forecasts a substantial completion of January 24, 2024, a gain of 19 days over the June update. The critical path continues to be driven by the installation of the off-guideway dry stand pipe. ST is working with the contractor to find ways to mitigate the extended durations proposed for this work. Other near critical items include on-guideway dry stand pipe, roadway restorations, and completion of station and plaza hardscapes.



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.95 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.97 (decrease from last period).



Work Zone Overview



Next Period's Activities

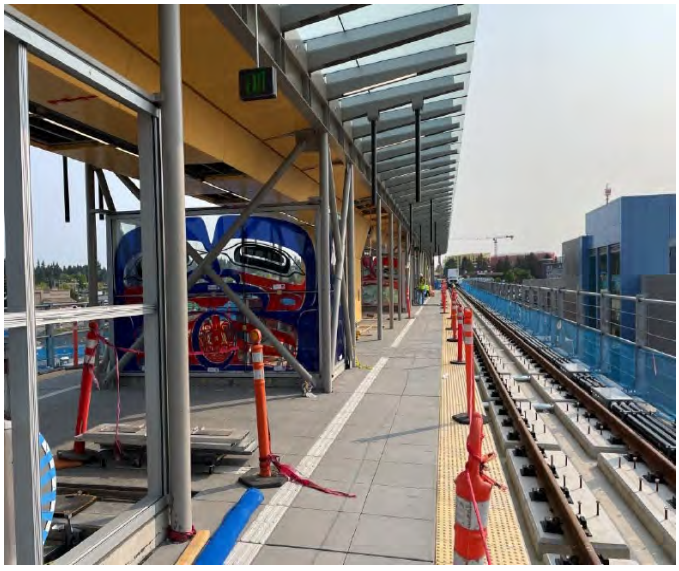
- Continue site restoration along alignment.
- Continue finishes and electrical/mechanical work at Mountlake Terrace and Lynnwood stations.
- Continue transit and traffic circulation improvements along the 200th St. SW corridor.
- Continue landscaping and roadway/sidewalk restoration.
- Guideway standpipe installation.

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Excessive heat exposure along with dust mitigation and control during the summer season.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$845,485,614
Current Contract Value	$902,372,245
Total Actual Cost (Incurred to Date)	$821,037,386
Percent Complete	92.7%
Authorized Contingency	$76,394,634
Contingency Drawdown	$67,372,245
Contingency Index	1.1



Lynnwood Station Platform

Contract L800 Lynnwood Link Systems GC/CM

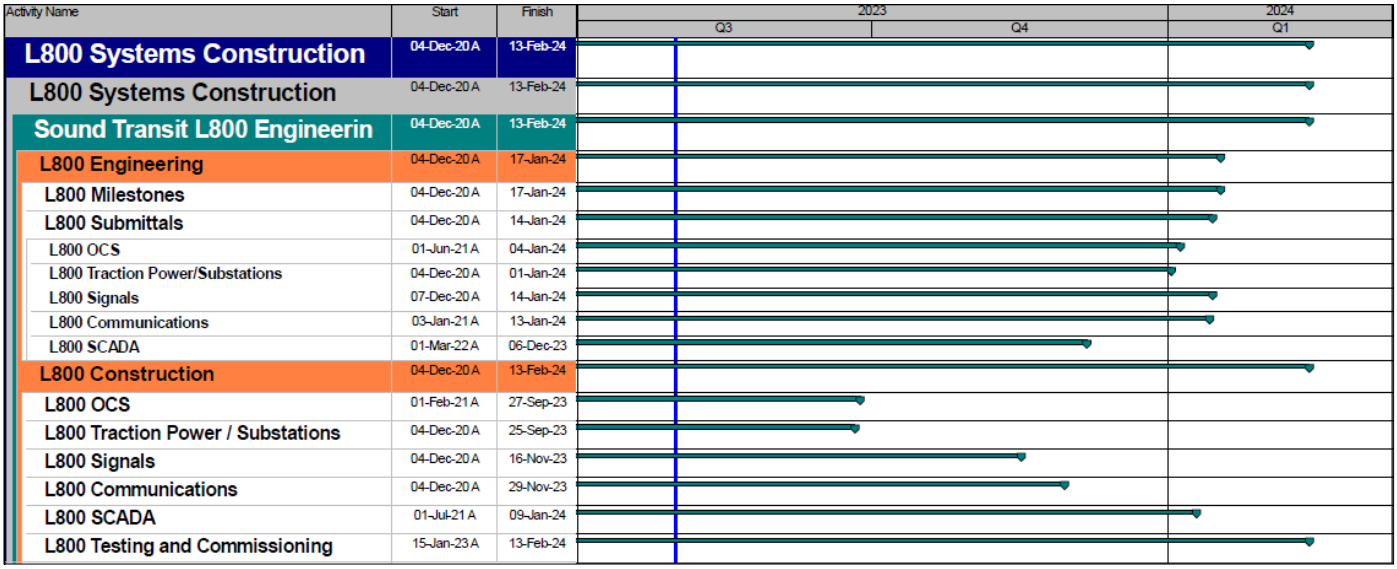
Current Progress

The L800 Contractor, Mass Electric Construction Company (MEC), continuing work as follows:

- Procurement of key equipment including Traction Power Substations (TPSS).
- Continued installing feeder cables, fiber optic cable, radio cable, communications racks, Variable Message Signs (VMS) and cameras.
- Continued installation of Overhead Catenary System (OCS), hangers, cantilevers and messenger wire.
- Delivered and set Traction Power Substation N22 in south Lynnwood.

Schedule Summary

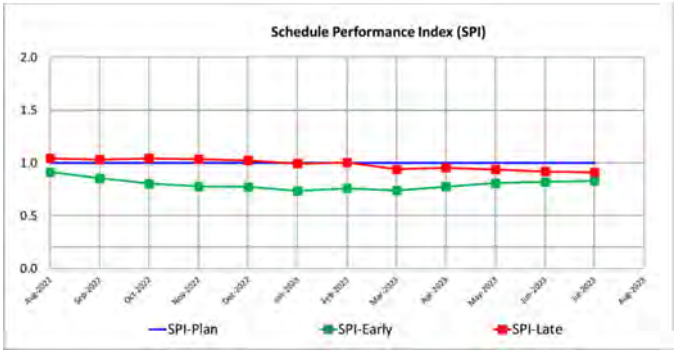
The L800 July schedule update continues to forecast a substantial completion of January 15, 2024, one day earlier than the revised contractual date of January 16, 2024. The critical path is now driven by energization of TPSS N12, followed by completion of the OCS testing, and subsequent Systems Integration Testing. ST is continuing to closely monitor several aspects of the work, including energization of the alignment and SIT test scheduling and coordination.



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.83 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.91 (decreased from last period).



Next Period's Activities

- Continue procurement of key equipment.
- Continue installation of OCS poles and cantilevers.
- Continue installation of communication equipment.
- Delivery and setting of TPSS N23.

Closely Monitored Issues

- Permanent power energization.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) and radio system equipment.
- Safety risks associated with shared access to elevated guideway elements.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$2,828,017
Current Contract Value	$150,828,017
Total Actual Cost (Incurred to Date)	$124,049,281
Percent Complete	80.9%
Authorized Contingency	$10,360,000
Contingency Drawdown	$2,828,017
Contingency Index	3.0



TPSS Unit delivered and set in south Lynnwood

Link Light Rail
NE 130th St Infill Station

Project Summary

Scope Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

Phase Construction

Budget $240.2 Million

Schedule Q2 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued platform concrete placement, with west side complete and east side nearing completion.
- Continued painting of west side canopy structural steel and continued east side canopy steel erection.
- Received approval from Sound Transit Board for the station finishes package.

Closely Monitored Issues

- Progress of the Lynnwood Link civil contractor and availability of the station area for finishes construction.
- Closure duration and future restoration requirements for 5th Ave NE.
- Coordination with City of Seattle for permit review and WSDOT for project development approval of station finishes package and use of ST3 Non Motorized Access Enhancement Funds.

Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Coordinated station messaging with Seattle Department of Transportation (SDOT).
- Continued preparations for an upcoming open house to coincide with commencement of the station finishes work package.
- Attended a “listening tour” to hear questions or concerns from the nearby community.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions. Current period incurred $1.8M. The major expenditures were for civil construction, civil DSDC, construction management and ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$8.1	$8.1	$3.2	$3.2	$8.1	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$17.6	$17.6	$16.7	$11.8	$17.6	$0.0
Construction Services	$17.3	$17.3	$12.5	$2.3	$17.3	$0.0
3rd Party Agreements	$1.7	$1.7	$0.7	$0.6	$1.7	$0.0
Construction	$192.6	$192.6	$24.1	$21.2	$192.6	$0.0
ROW	$0.1	$0.1	$0.0	$0.0	$0.1	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$60.0**	**$41.8**	**$240.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to rounding.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below the planned FTE monthly average, with less ST staff, less civil DSDC and CM staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.6	3.2	6.4
Consultants	13.0	8.8	4.2
TOTAL	22.6	12.0	10.6

* *An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2023-58	Construction Contract for NE 130th St. Infill Station Finishes	7/27/2023

Contingency Management

The project budget was baselined in 2022 with a total contingency of $48.6M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties.

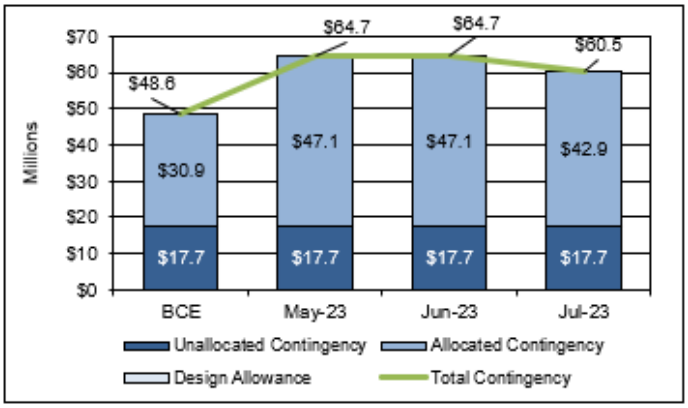
Current Period: During the current period allocated contingency was reduced by a net amount of $4.2M due to a change order to formally add station finishes package civil design services during construction (DSDC) to the final design contract scope.

Contingency Status

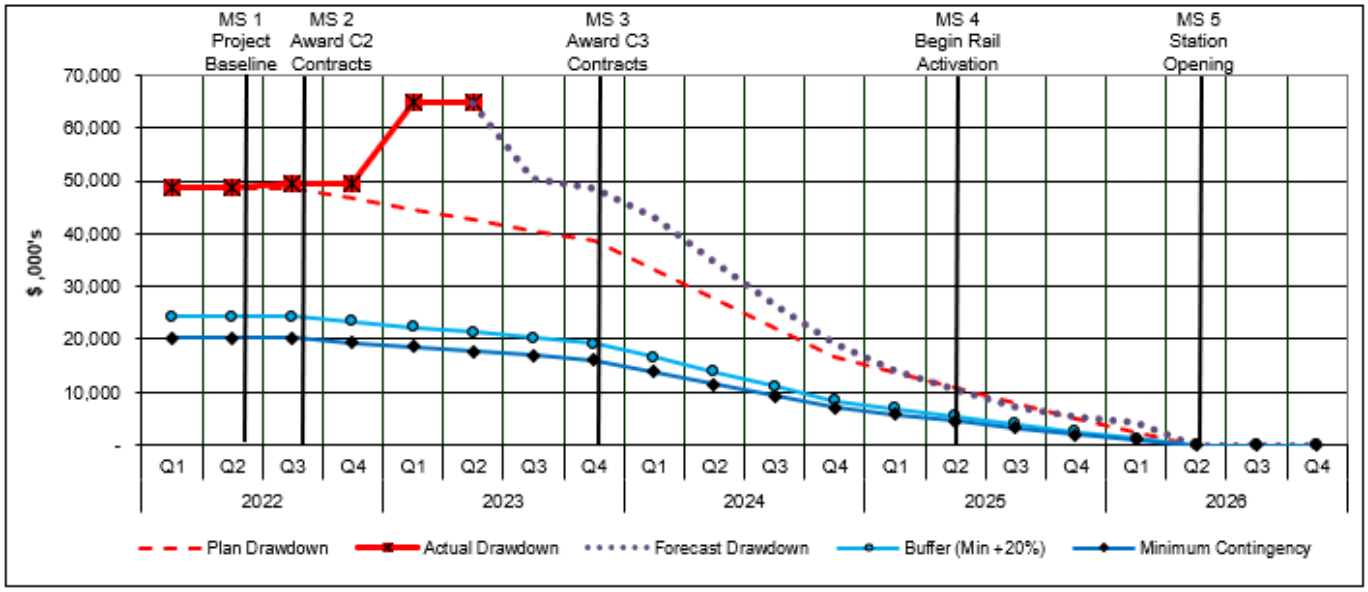
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$42.9	21.6%
Unallocated Contingency	$17.7	7.4%	$17.7	8.9%
Total:	**$48.6**	**20.2%**	**$60.5**	**30.5%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

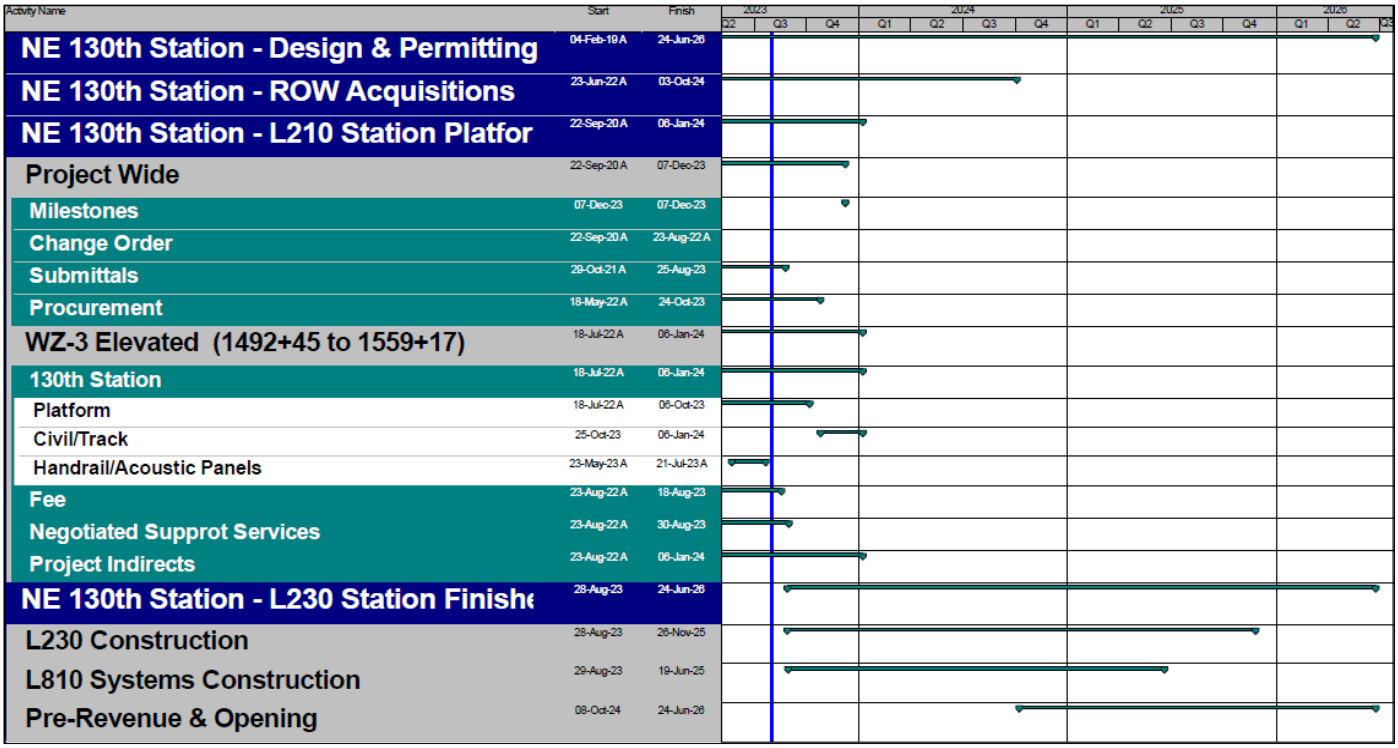
The following are the top project risks identified:

- Unresolved traffic control plans with jurisdictions affecting follow-on contractors.
- Supply chain issues causing delays with the station finishes package.
- Contractor deferred submittals causing delay is jurisdiction approvals.

Project Schedule

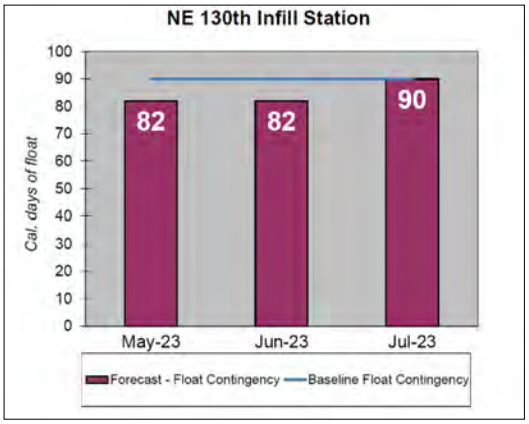
The weighted percent complete for the major construction contracts is calculated at 15.2%.

Civil work continues as SKH works on the canopies and platform edges for the station as part of the L210 contract. Canopy steel erection is nearing completion and painting continues. Permitting activities including WSDOT Project Development Approval (PDA) and City of Seattle Street Improvement permit reviews for the station construction remain ongoing. The L230 contract is being finalized with notice to proceed expected in August. The station is currently forecast to open in Q2 2026.



Project Float

Project float has increased to 90 days. This is the result of the contract NTP for the L230 work moving up from September to August 2023. From this point the project float will largely depend on the progress of the L230 contract, once they have submitted an acceptable baseline schedule, and have begun to progress the work.



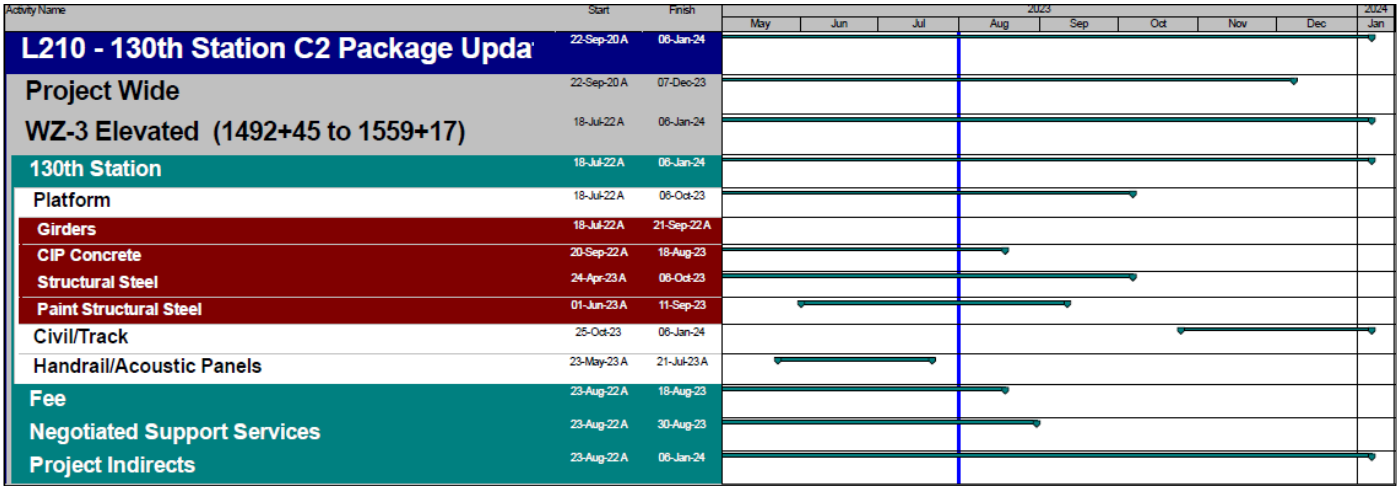
Contract L210 GC/CM

Current Progress

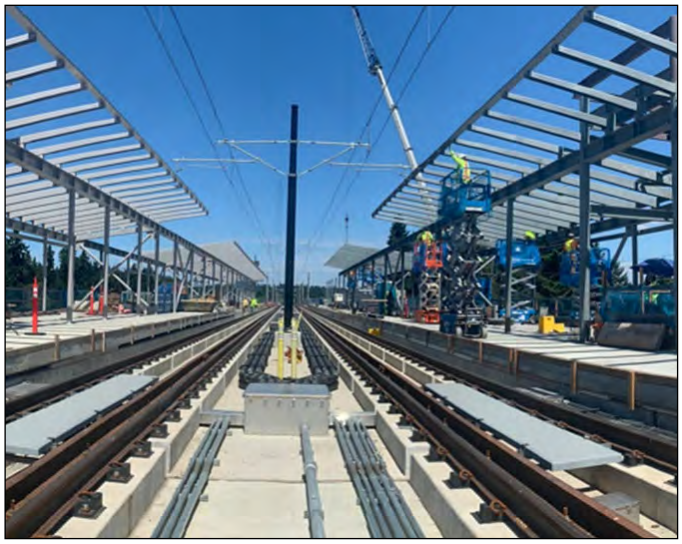
- Nearing completion of deck concrete placement.
- Continued canopy structural steel installation and primer application.

Schedule Summary

The July schedule continues to forecast an October 2023 substantial completion, with a contract acceptance and close-out in January 2024 which is driven by changing maintenance walkways from concrete to fiberglass reinforced plastic (FRP). This change will not affect the start of the follow-on contractor for the station finishes.



Present Financial Status	Amount
SKH – Civil Construction	
Original Contract Value	$22,287,507
Change Order Value	$535,112
Current Contract Value	$22,822,619
Total Actual Cost (Incurred to Date)	$20,900,336
Percent Complete	91.2%
Authorized Contingency	$3,242,493
Contingency Drawdown	$535,112
Contingency Index	5.5



Canopy steel installation

Project Summary

Scope

Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions.

The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations.

The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility.

Phase

Design (Temporary Facility)

Budget

$32M

Design for Temporary Facility. Right-of-Way Activities for Permanent Facility.

Schedule

Q3 2024 Temporary Facility

Q4 2027 Permanent Facility

** This project is in development and project report will be updated quarterly effective June 2023.*



Site Location: North MOW

Key Project Activities

- 90% design nearing completion for the temporary facility.
- Board approved property acquisition.
- Alternative delivery plan for temporary facility completed and underway. Necessary to mitigate schedule delays to support Lynnwood Link Extension pre-revenue service.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

This period approximately $180K was incurred. The project expenditures include completion of the 30% design review of the temporary facility, proposed preliminary layout plans for permanent facility, initiating Board approval for property acquisition, and developing alternative delivery plan for the temporary facility.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.1	$0.7	$0.7	$2.1	$0.0
Preliminary Engineering	$1.9	$1.2	$0.4	$1.9	$0.0
Final Design	$3.1	$0.0	$0.0	$3.1	$0.0
Construction Services	$1.2	$0.0	$0.0	$1.2	$0.0
3rd Party Agreements	$0.5	$0.0	$0.0	$0.5	$0.0
Construction	$3.3	$0.0	$0.0	$3.3	$0.0
ROW	$20.0	$1.5	$1.4	$20.0	$0.0
Total	**$32.0**	**$3.4**	**$2.5**	**$32.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

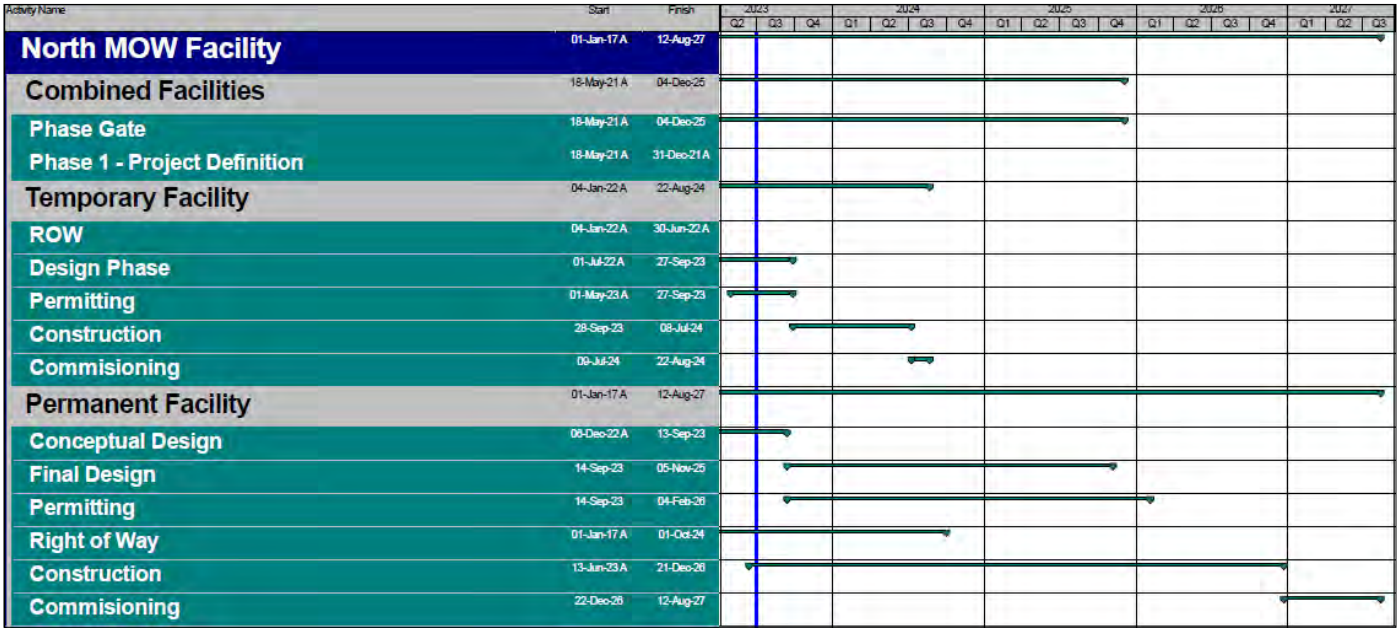
The following are the top project wide risks:

- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Current schedule does not meet this date.
- Constrained staffing resources could impact project delivery.
- Permits for temporary and permanent facility may take longer than expected.
- Property requires more extensive restoration than originally thought for the temporary facility, requiring additional design and construction work.

Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The 90% design for the temporary facility will be submitted to ST for review in early July. The permanent facility is still in early development.

The temporary facility is not anticipated to fully open prior to the current Lynnwood Link Extension pre-revenue service opening. The project team is working closely with Facilities and Operations to develop mitigations, that will support Lynnwood Link Extension pre-revenue service. The permanent facility currently has a long-range time frame of 2027. The project is currently in the process of purchasing the existing site for both the temporary and permanent facility.



Community Engagement

- No activities in this reporting period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Over time the variance should trend closer to planned as the project moves into tenant improvement design on the temporary facility, including acquisition support activities, and early design options for the permanent facility.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.2	1.2	3.0
Consultants	6.0	2.2	3.8
TOTAL	10.2	3.4	6.8

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
R2023-16	Action authorizing the acquisition of one parcel located in Seattle. Acquisition consists of fee acquisition for the temporary North Maintenance of Way (NMOW). The property is needed for the temporary facility that will provide maintenance of way needs in the vicinity of north Seattle.	6/22/2023

Project Summary

Scope Includes all steps necessary to specify, procure, manufacture, commission, and accept approximately 106 new light rail vehicles with delivery occurring over a nine-year period with an optional extension of the service to support the procurement of additional 216 vehicles. The LRV count in this report is based on assumed vehicle length of 95 feet. The project will support future operations of the existing system and extensions in planning.

Phase Planning

Budget $33.0 M (Authorized Project Allocation)

Schedule Target Date: 2035

** This project is in development and project report will be updated quarterly effective June 2023.*



Light rail vehicle for Procurement

Key Project Activities

- Continued negotiation with selected engineering and inspection consultant team to support procurement and delivery of Series 3 LRVs. The Notice to Proceed for the consultant contract is anticipated in Q3 2023.
- Continued engagement with the car builder industry to understand market conditions for designing and manufacturing new vehicles that increase passenger capacity, enhance passenger experience and improve maintainability.
- Exploring the feasibility of preliminary design concepts of key vehicle elements by qualified car builders are anticipated in the second half of 2023.

Closely Monitored Issues

- Potential lack of resources for project initiation and management. Sound Transit is engaging closely with the industry to enhance interest and wide participation by car builders in Series 3 LRV procurement.
- Potential very high vehicle cost due to inflation, labor shortage, and supply chain challenges. Sound Transit is exploring the use of indexed pricing model for this procurement and discussing with the car build industry and trade organizations such as APTA to minimize market trend impacts on pricing.

Project Cost Summary

The Series 3 LRV Fleet Project has an authorized project allocation budget of $33.0M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is around $200K to which a majority of the cost are attributed to the Administration phase. The current period expenditure is approximately $20K, cost all attributable to the Administration cost.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$7.9	$0.2	$0.2	$7.9	$0.0
Construction Services	$25.1	$0.0	$0.0	$25.1	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$33.0**	**$0.2**	**$0.2**	**$33.0**	**$0.0**

Cost Summary by SCC

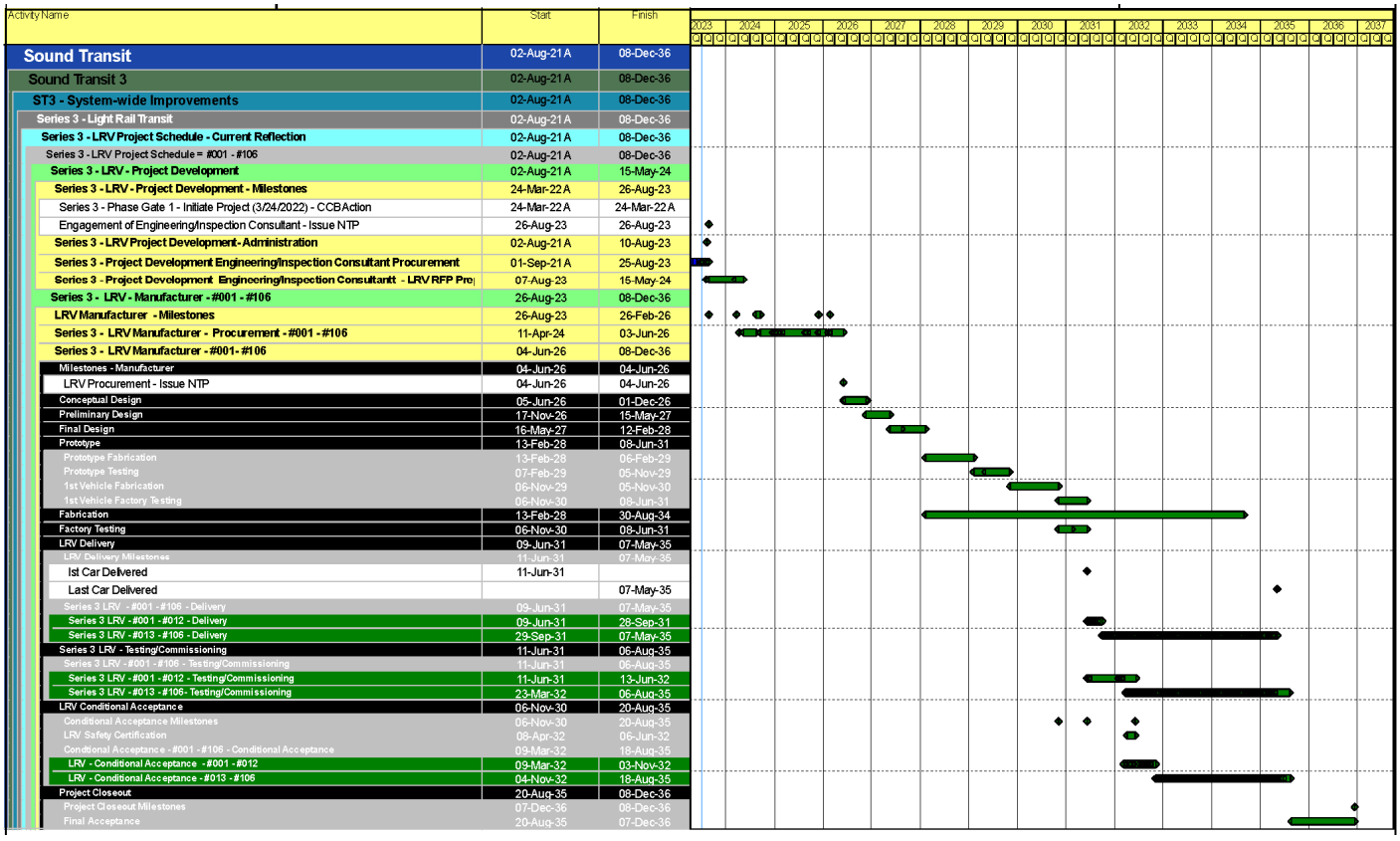
SCC Elements	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	$0.0	$0.0	$0.0	$0.0	$0.0
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$25.0	$0.0	$0.0	$25.0	$0.0
80 Professional Services	$7.7	$0.2	$0.2	$7.7	$0.0
90 Contingency	$0.3	$0.0	$0.0	$0.3	$0.0
Capital Total (SCC 10 - 90)	**$33.0**	**$0.2**	**$0.2**	**$33.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Project Schedule

Continued development of project schedule. We expect the first Series 3 vehicle to enter revenue service in Q2 2032, and the 56th and 106th vehicles to enter revenue service by end of Q4 2033 and Q2 2035, respectively. This rate of Conditional Acceptance is currently anticipated to be sufficient to open new Link Extensions such as West Seattle and Tacoma Dome. The Final Acceptance of 106 LRVs in the base order was projected to be complete in 2032 when the project was presented to the Board last year; however this projection is currently revised to 2036 based on feedback from the industry on reasonable durations for the testing phase of the project.



Activity Name	Start	Finish
Sound Transit	02-Aug-21 A	08-Dec-36
Sound Transit 3	02-Aug-21 A	08-Dec-36
ST3 - System-wide Improvements	02-Aug-21 A	08-Dec-36
Series 3 - Light Rail Transit	02-Aug-21 A	08-Dec-36
Series 3 - LRV Project Schedule - Current Reflection	02-Aug-21 A	08-Dec-36
Series 3 - LRV Project Schedule = #001 - #106	02-Aug-21 A	08-Dec-36
Series 3 - LRV - Project Development	02-Aug-21 A	15-May-24
Series 3 - LRV - Project Development - Milestones	24-Mar-22 A	26-Aug-23
Series 3 - Phase Gate 1 - Initiate Project (3/24/2022) - CCB Action	24-Mar-22 A	24-Mar-22 A
Engagement of Engineering/Inspection Consultant - Issue NTP	26-Aug-23	26-Aug-23
Series 3 - LRV Project Development- Administration	02-Aug-21 A	10-Aug-23
Series 3 - Project Development Engineering/Inspection Consultant Procurement	01-Sep-21 A	25-Aug-23
Series 3 - Project Development Engineering/Inspection Consultantt - LRV RFP Pre	07-Aug-23	15-May-24
Series 3 - LRV - Manufacturer - #001 - #106	26-Aug-23	08-Dec-36
LRV Manufacturer - Milestones	26-Aug-23	26-Feb-26
Series 3 - LRV Manufacturer - Procurement - #001 - #106	11-Apr-24	03-Jun-26
Series 3 - LRV Manufacturer - #001- #106	04-Jun-26	08-Dec-36
Milestones - Manufacturer	04-Jun-26	04-Jun-26
LRV Procurement - Issue NTP	04-Jun-26	04-Jun-26
Conceptual Design	05-Jun-26	01-Dec-26
Preliminary Design	17-Nov-26	15-May-27
Final Design	16-May-27	12-Feb-28
Prototype	13-Feb-28	08-Jun-31
Prototype Fabrication	13-Feb-28	06-Feb-29
Prototype Testing	07-Feb-29	05-Nov-29
1st Vehicle Fabrication	06-Nov-29	05-Nov-30
1st Vehicle Factory Testing	06-Nov-30	08-Jun-31
Fabrication	13-Feb-28	30-Aug-34
Factory Testing	06-Nov-30	08-Jun-31
LRV Delivery	09-Jun-31	07-May-35
LRV Delivery Milestones	11-Jun-31	07-May-35
1st Car Delivered	11-Jun-31	
Last Car Delivered		07-May-35
Series 3 LRV - #001 - #106 - Delivery	09-Jun-31	07-May-35
Series 3 LRV - #001 - #012 - Delivery	09-Jun-31	28-Sep-31
Series 3 LRV - #013 - #106 - Delivery	29-Sep-31	07-May-35
Series 3 LRV - Testing/Commissioning	11-Jun-31	06-Aug-35
Series 3 LRV - #001 - #106 - Testing/Commissioning	11-Jun-31	06-Aug-35
Series 3 LRV - #001 - #012 - Testing/Commissioning	11-Jun-31	13-Jun-32
Series 3 LRV - #013 - #106- Testing/Commissioning	23-Mar-32	06-Aug-35
LRV Conditional Acceptance	06-Nov-30	20-Aug-35
Conditional Acceptance Milestones	06-Nov-30	20-Aug-35
LRV Safety Certification	08-Apr-32	06-Jun-32
Condtional Acceptance - #001 - #106 - Conditional Acceptance	09-Mar-32	18-Aug-35
LRV - Conditional Acceptance - #001 - #012	09-Mar-32	03-Nov-32
LRV - Conditional Acceptance - #013 - #106	04-Nov-32	18-Aug-35
Project Closeout	20-Aug-35	08-Dec-36
Project Closeout Milestones	07-Dec-36	08-Dec-36
Final Acceptance	20-Aug-35	07-Dec-36

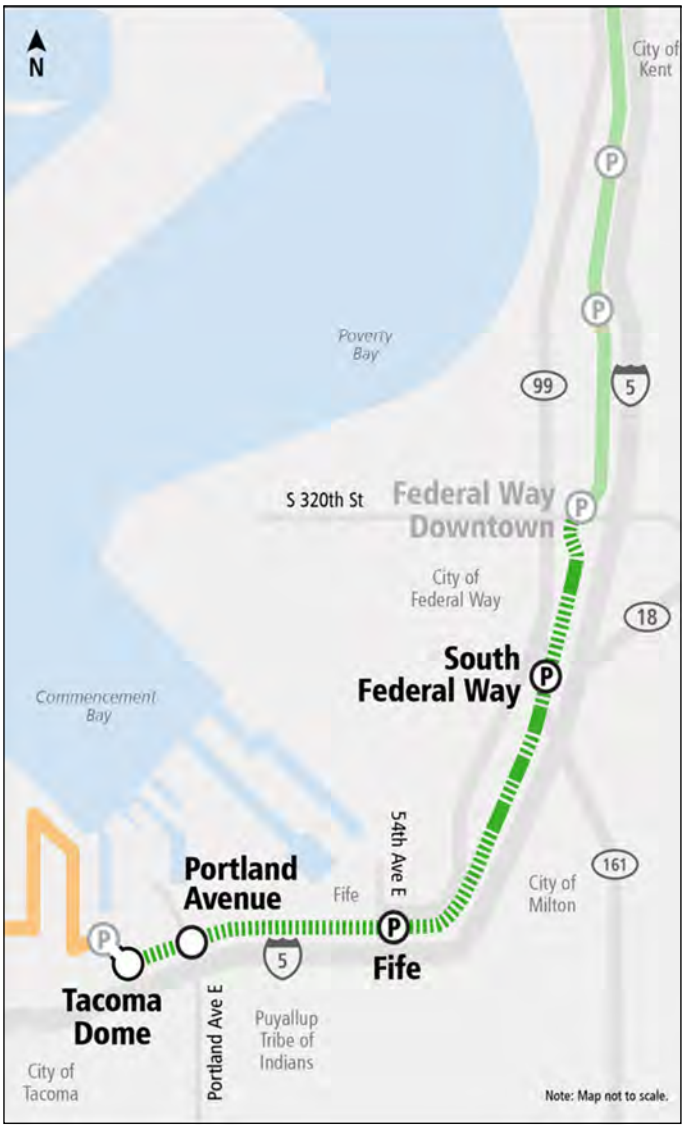
Project Summary

Scope

Limits	Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome
Alignment	The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.
Stations	South Federal Way, Fife, Portland Avenue and Tacoma Dome
Systems	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
Phase	Planning: TDLE Conceptual Engineering (CE) and OMF South Preliminary Engineering (PE)
Budget	$299.1 M for: TDLE through Phase 2 CE and OMF South through Phase 3 PE
Schedule	Target Dates: OMF South, 2032 Tacoma Dome Station, 2035

A separate project, Tacoma Dome Station Parking and Access Improvements, will fund non-motorized and/or parking improvements in the vicinity of Tacoma Dome Station. This project will be developed in parallel with TDLE.

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Tacoma Dome Link Extension

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

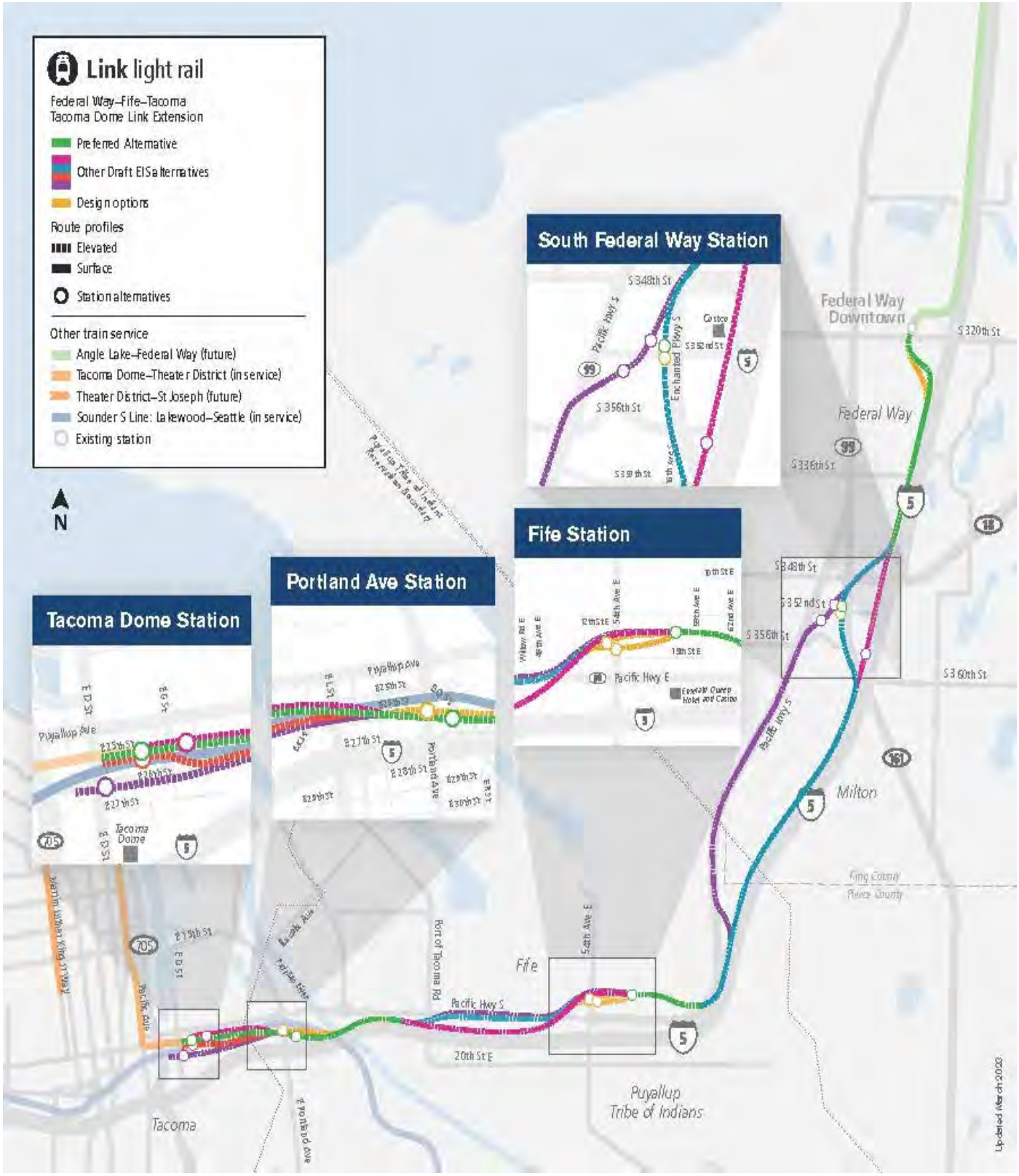
- Steps taken to include additional station options in Fife, an additional alignment alternative, and corresponding station option(s) in South Federal Way in project DEIS.
- Cost for additional alignment alternative (Pac Hwy/SR99) added to DEIS is expected to be greater than estimate for I-5 alternative.

Operations and Maintenance Facility South (OMF South)

- Development of preliminary engineering documents to be used for RFP.
- Coordination and development of reports for WSDOT related to design approvals, property acquisition, leasing, and future compatibility.
- OMF South current schedule is projected for 2032, however the project team has implemented a number of mitigation activities that if successful has the potential to deliver the project in Q4, 2029.
- Staff is developing the NEPA DEIS and SEPA supplemental for publication in September.

Project Map

Graphic below depicts additional detail of the project route and station alignments being considered.



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

For this period $2.4M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$31.3	$21.3	$20.9	$31.3	$0.0
Preliminary Engineering	$97.8	$93.4	$53.9	$97.8	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$20.0	$0.0	$0.0	$20.0	$0.0
3rd Party Agreements	$6.4	$4.7	$1.8	$6.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$143.6	$1.5	$1.1	$143.6	$0.0
Total	**$299.1**	**$121.0**	**$77.8**	**$299.1**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land	$128.6	$1.5	$1.1	$128.6	$0.0
80 Professional Services	$154.7	$119.0	$76.7	$154.7	$0.0
90 Unallocated Contingency	$15.8	$0.0	$0.0	$15.8	$0.0
Total (10 - 90)	**$299.1**	**$121.0**	**$77.8**	**$299.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- The capital cost estimate for the additional alignment alternative added for study in the Draft EIS (Pac Hwy/SR99) is expected to be greater than current estimate for I-5 alternative in the Financial Plan.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Environmental mitigation costs could increase.
- Potential impacts from higher real estate and construction costs.
- Potential design or construction challenges could emerge as work progresses, including crossing of Puyallup River may increase time needed.
- Unknown requests / requirements from third parties could result in higher costs.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- Preferred Alternative in Federal Way requires street vacation and code deviation, negotiations and/ or mitigations could impact schedule.
- Delays associated with the real estate acquisition process could delay the schedule.
- ST requirements change (i.e. Significant increase in storage requirements) that results in more property acquisition or changes to the EIS may increase project cost and delay schedule.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.
- ST requirements change (ie. Elements of the facility require more space that increases the size of a facility) in a way that does not require any additional property acquisition or changes to the EIS may increase project cost and result in schedule delay.

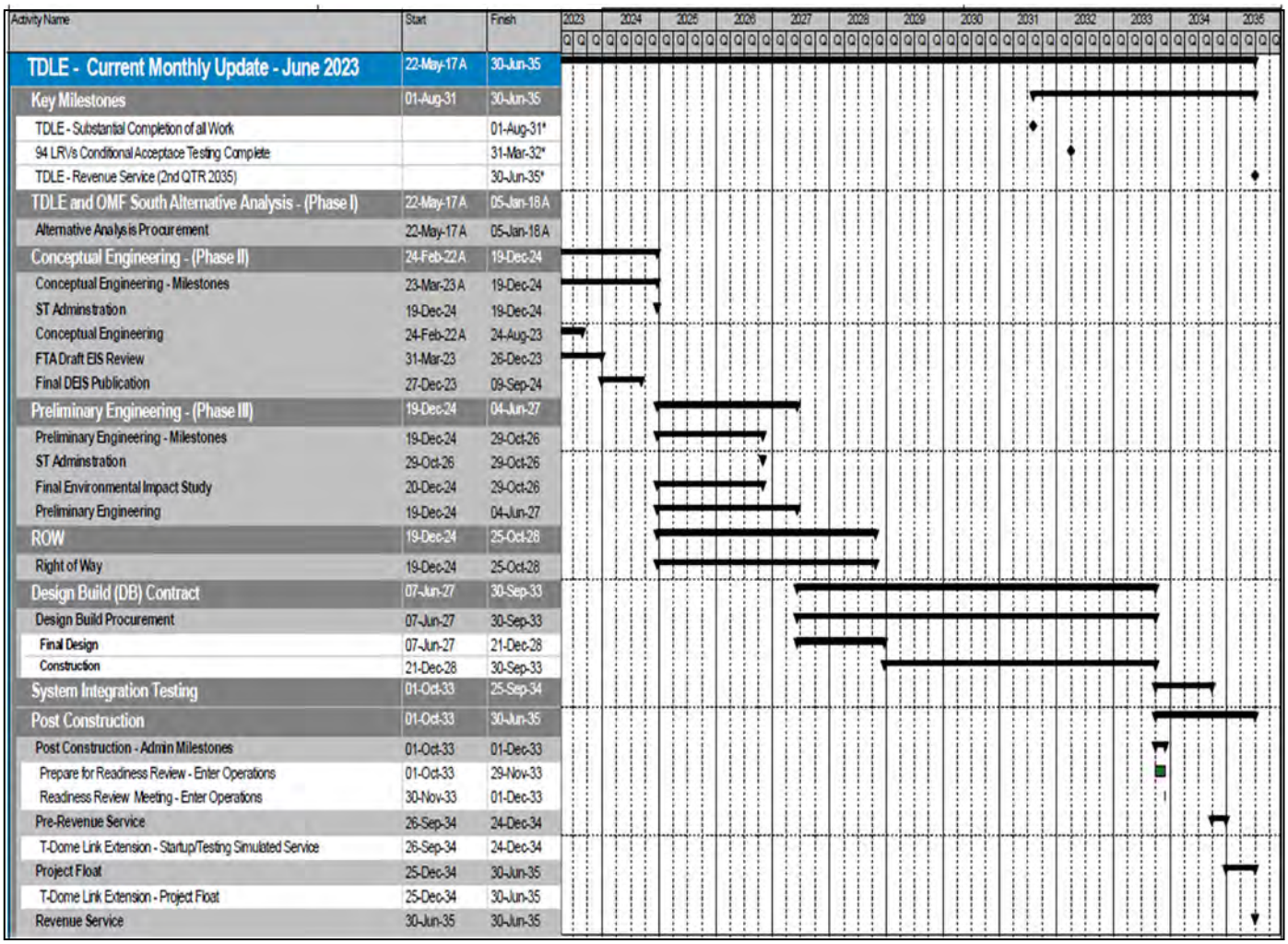
Tacoma Dome Link Extension

Current Progress

- Continued production of the DEIS following March Board action to add alternative and station options.
- Staff will monitor progress according to milestone schedule dates, PD and executive team will meet regularly to monitor schedule and develop mitigation actions as needed.
- Continued regular coordination with the FTA, the Cities of Fife, Milton, Federal Way and Tacoma.
- Cost estimate for new alignment will be developed as design advances and added to the Financial Plan.

TDLE Project Schedule

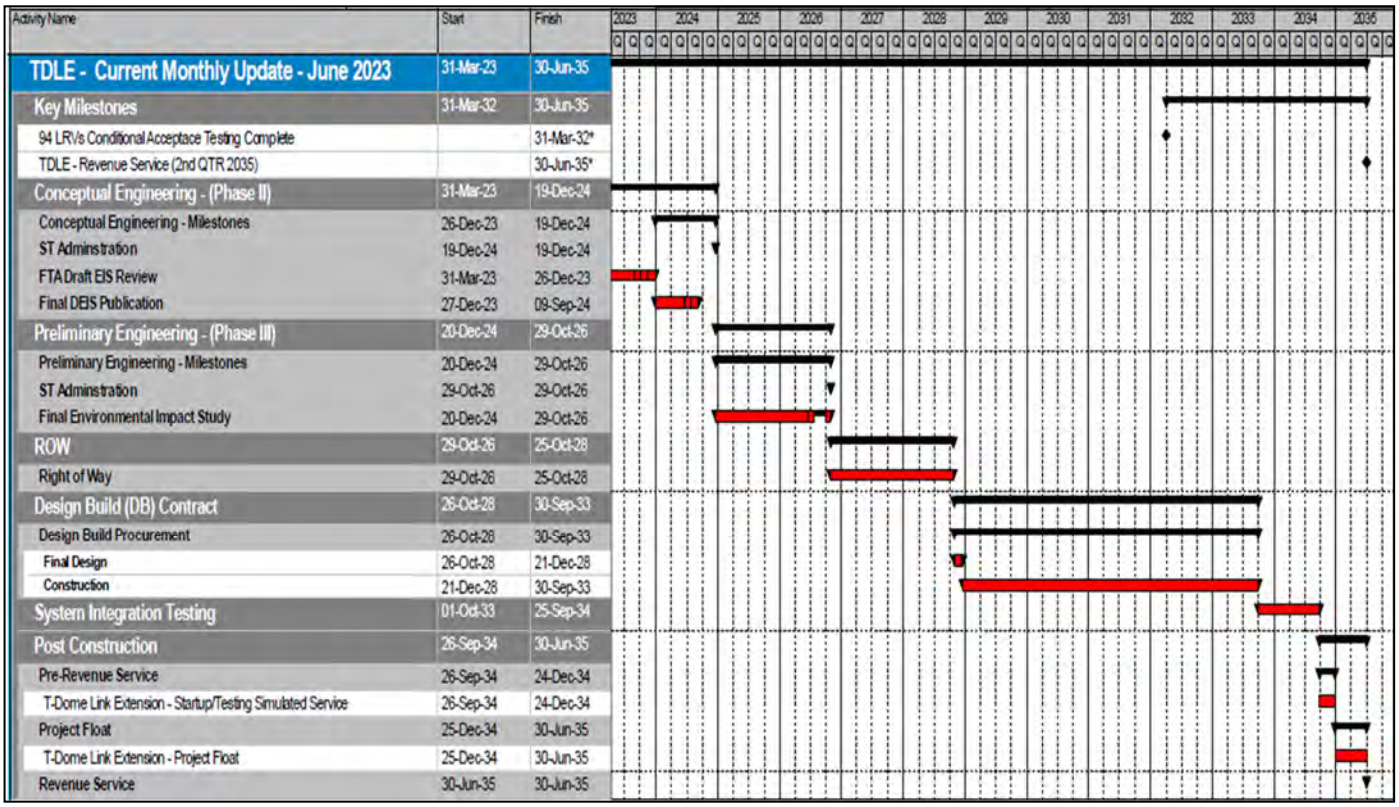
Below is the summary schedule as of June 30, 2023. The schedule reflects the Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. The corresponding impacts of the EIS publication being extended has resulted in a three (3) calendar year delay to the Revenue Service, now scheduled for Q2 2035.



Activity Name	Start	Finish
TDLE - Current Monthly Update - June 2023	22-May-17 A	30-Jun-35
Key Milestones	01-Aug-31	30-Jun-35
TDLE - Substantial Completion of all Work		01-Aug-31*
94 LRVs Conditional Acceptace Testing Complete		31-Mar-32*
TDLE - Revenue Service (2nd QTR 2035)		30-Jun-35*
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A
Alternative Analysis Procurement	22-May-17 A	05-Jan-18 A
Conceptual Engineering - (Phase II)	24-Feb-22 A	19-Dec-24
Conceptual Engineering - Milestones	23-Mar-23 A	19-Dec-24
ST Administration	19-Dec-24	19-Dec-24
Conceptual Engineering	24-Feb-22 A	24-Aug-23
FTA Draft EIS Review	31-Mar-23	26-Dec-23
Final DEIS Publication	27-Dec-23	09-Sep-24
Preliminary Engineering - (Phase III)	19-Dec-24	04-Jun-27
Preliminary Engineering - Milestones	19-Dec-24	29-Oct-26
ST Administration	29-Oct-26	29-Oct-26
Final Environmental Impact Study	20-Dec-24	29-Oct-26
Preliminary Engineering	19-Dec-24	04-Jun-27
ROW	19-Dec-24	25-Oct-28
Right of Way	19-Dec-24	25-Oct-28
Design Build (DB) Contract	07-Jun-27	30-Sep-33
Design Build Procurement	07-Jun-27	30-Sep-33
Final Design	07-Jun-27	21-Dec-28
Construction	21-Dec-28	30-Sep-33
System Integration Testing	01-Oct-33	25-Sep-34
Post Construction	01-Oct-33	30-Jun-35
Post Construction - Admin Milestones	01-Oct-33	01-Dec-33
Prepare for Readiness Review - Enter Operations	01-Oct-33	29-Nov-33
Readiness Review Meeting - Enter Operations	30-Nov-33	01-Dec-33
Pre-Revenue Service	26-Sep-34	24-Dec-34
T-Dome Link Extension - Startup/Testing Simulated Service	26-Sep-34	24-Dec-34
Project Float	25-Dec-34	30-Jun-35
T-Dome Link Extension - Project Float	25-Dec-34	30-Jun-35
Revenue Service	30-Jun-35	30-Jun-35

TDLE Critical Path Analysis

The critical path for TDLE is running through Phase 2 publishing of the DEIS and ST Board Preferred Alternative identified / confirmed. Any slippage to Phase 2 and Phase 3 could impact the Revenue Service target date completion of Q2 2035.



Activity Name	Start	Finish
TDLE - Current Monthly Update - June 2023	31-Mar-23	30-Jun-35
Key Milestones	31-Mar-32	30-Jun-35
94 LRVs Conditional Acceptace Testing Complete		31-Mar-32*
TDLE - Revenue Service (2nd QTR 2035)		30-Jun-35*
Conceptual Engineering - (Phase II)	31-Mar-23	19-Dec-24
Conceptual Engineering - Milestones	26-Dec-23	19-Dec-24
ST Adminstration	19-Dec-24	19-Dec-24
FTA Draft EIS Review	31-Mar-23	26-Dec-23
Final DEIS Publication	27-Dec-23	09-Sep-24
Preliminary Engineering - (Phase III)	20-Dec-24	29-Oct-26
Preliminary Engineering - Milestones	20-Dec-24	29-Oct-26
ST Adminstration	29-Oct-26	29-Oct-26
Final Environmental Impact Study	20-Dec-24	29-Oct-26
ROW	29-Oct-26	25-Oct-28
Right of Way	29-Oct-26	25-Oct-28
Design Build (DB) Contract	26-Oct-28	30-Sep-33
Design Build Procurement	26-Oct-28	30-Sep-33
Final Design	26-Oct-28	21-Dec-28
Construction	21-Dec-28	30-Sep-33
System Integration Testing	01-Oct-33	25-Sep-34
Post Construction	26-Sep-34	30-Jun-35
Pre-Revenue Service	26-Sep-34	24-Dec-34
T-Dome Link Extension - Startup/Testing Simulated Service	26-Sep-34	24-Dec-34
Project Float	25-Dec-34	30-Jun-35
T-Dome Link Extension - Project Float	25-Dec-34	30-Jun-35
Revenue Service	30-Jun-35	30-Jun-35

Community Engagement

- Provided a briefing to a property owner in Milton.
- Set up a booth at Tacoma's Juneteenth Celebration.

Operations and Maintenance Facility South

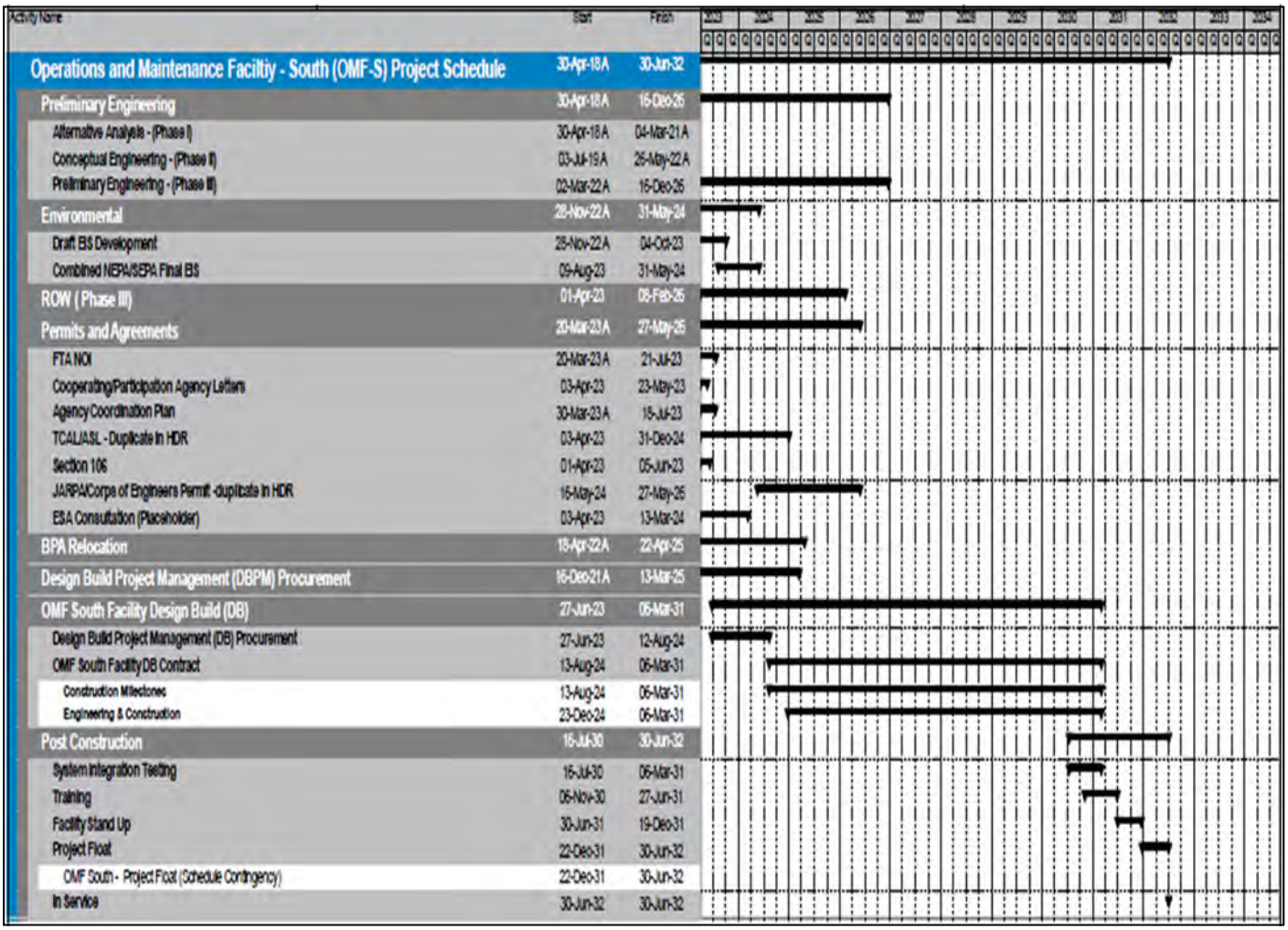
Current Progress

- Continued work on the NEPA Draft/SEPA Supplemental Draft EIS and supporting design.
- Ongoing coordination with the FTA and environmental permitting agencies.
- Regular coordination with City of Federal Way on design, land use, city code and permitting, and with Real Properties in preparation for drop-in open houses.

OMF South Project Schedule

Below is the summary schedule as of June 30, 2023. Current schedule shows additional time for combined NEPA/SEPA Final EIS which impacts the Facility In Service date from Q4 2029 to Q2 2032.

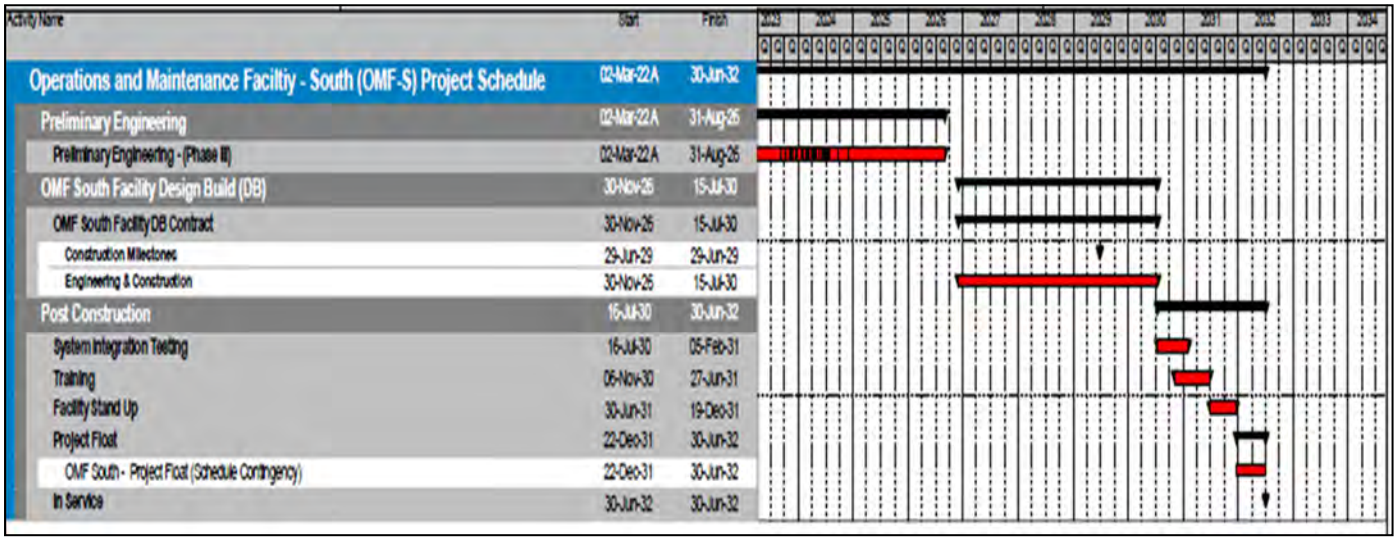
Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.



Activity Name	Start	Finish
Operations and Maintenance Facilitiy - South (OMF-S) Project Schedule	30-Apr-18 A	30-Jun-32
Preliminary Engineering	30-Apr-18 A	16-Dec-26
Alternative Analysis - (Phase I)	30-Apr-18 A	04-Mar-21 A
Conceptual Engineering - (Phase II)	03-Jul-19 A	26-May-22 A
Preliminary Engineering - (Phase III)	02-Mar-22 A	16-Dec-26
Environmental	28-Nov-22 A	31-May-24
Draft EIS Development	28-Nov-22 A	04-Oct-23
Combined NEPA/SEPA Final EIS	09-Aug-23	31-May-24
ROW (Phase III)	01-Apr-23	08-Feb-26
Permits and Agreements	20-Mar-23 A	27-May-26
FTA NOI	20-Mar-23 A	21-Jul-23
Cooperating/Participation Agency Letters	03-Apr-23	23-May-23
Agency Coordination Plan	30-Mar-23 A	15-Jul-23
TCAL/ASL - Duplicate In HDR	03-Apr-23	31-Dec-24
Section 106	01-Apr-23	05-Jun-23
JARPA/Corps of Engineers Permit -duplicate in HDR	16-May-24	27-May-26
ESA Consultation (Placeholder)	03-Apr-23	13-Mar-24
BPA Relocation	18-Apr-22 A	22-Apr-25
Design Build Project Management (DBPM) Procurement	16-Dec-21 A	13-Mar-25
OMF South Facility Design Build (DB)	27-Jun-23	06-Mar-31
Design Build Project Management (DB) Procurement	27-Jun-23	12-Aug-24
OMF South Facility DB Contract	13-Aug-24	06-Mar-31
Construction Milestones	13-Aug-24	06-Mar-31
Engineering & Construction	23-Dec-24	06-Mar-31
Post Construction	16-Jul-30	30-Jun-32
System Integration Testing	16-Jul-30	06-Mar-31
Training	06-Nov-30	27-Jun-31
Facility Stand Up	30-Jun-31	19-Dec-31
Project Float	22-Dec-31	30-Jun-32
OMF South - Project Float (Schedule Contingency)	22-Dec-31	30-Jun-32
In Service	30-Jun-32	30-Jun-32

OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and issuance of Request For Proposal (RFP) procurement of the design-build contractor.



Community Engagement

- No activities in this reporting period.

Right of Way

The Right of Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions may result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

Tacoma Dome Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
0	0	0	0	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project has planned 130.5 average FTEs per month for the year 2023. To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Since the decision to add the test track and refined site layout to the environmental review, the OMF South effort is ramping up and expecting the growth to be steady. Since Board approved new alignment of TDLE project HDR burn rate stated increasing gradually.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	20.5	10.0
Consultants	100.0	52.4	47.6
TOTAL	130.5	72.9	57.6

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

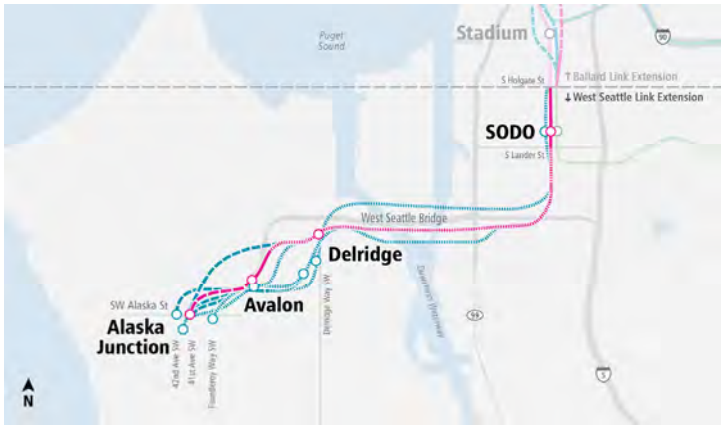
Board Action	Description	Date
	No Action this Period	

Project Summary

Scope

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood and includes a bridge across the Duwamish Waterway.

The Draft EIS included alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.



Map of Project Alignment

Phase

Planning

Budget

$225.0M through completion of Preliminary Engineering

Schedule

Target date: 2032

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately $24M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$14.5	$3.8	$3.8	$14.5	$0.0
Preliminary Engineering	$84.2	$44.7	$29.9	$84.2	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$1.6	$0.0	$0.0	$1.6	$0.0
3rd Party Agreements	$2.7	$1.0	$0.8	$2.7	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$122.1	$1.3	$1.1	$122.1	$0.0
Total	**$225.0**	**$50.9**	**$35.5**	**$225.0**	**$0.0**

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$0.0	$0.0	$0.0	$0.0	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$0.0	$0.0	$0.0	$0.0	$0.0
50 Systems	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Subtotal (10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 Row, Land	$121.8	$1.3	$1.1	$121.8	$0.0
80 Professional Services	$96.0	$49.6	$34.4	$96.0	$0.0
90 Unallocated Contingency	$7.2	$0.0	$0.0	$7.2	$0.0
Total (10 - 90)	**$225.0**	**$50.9**	**$35.5**	**$225.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

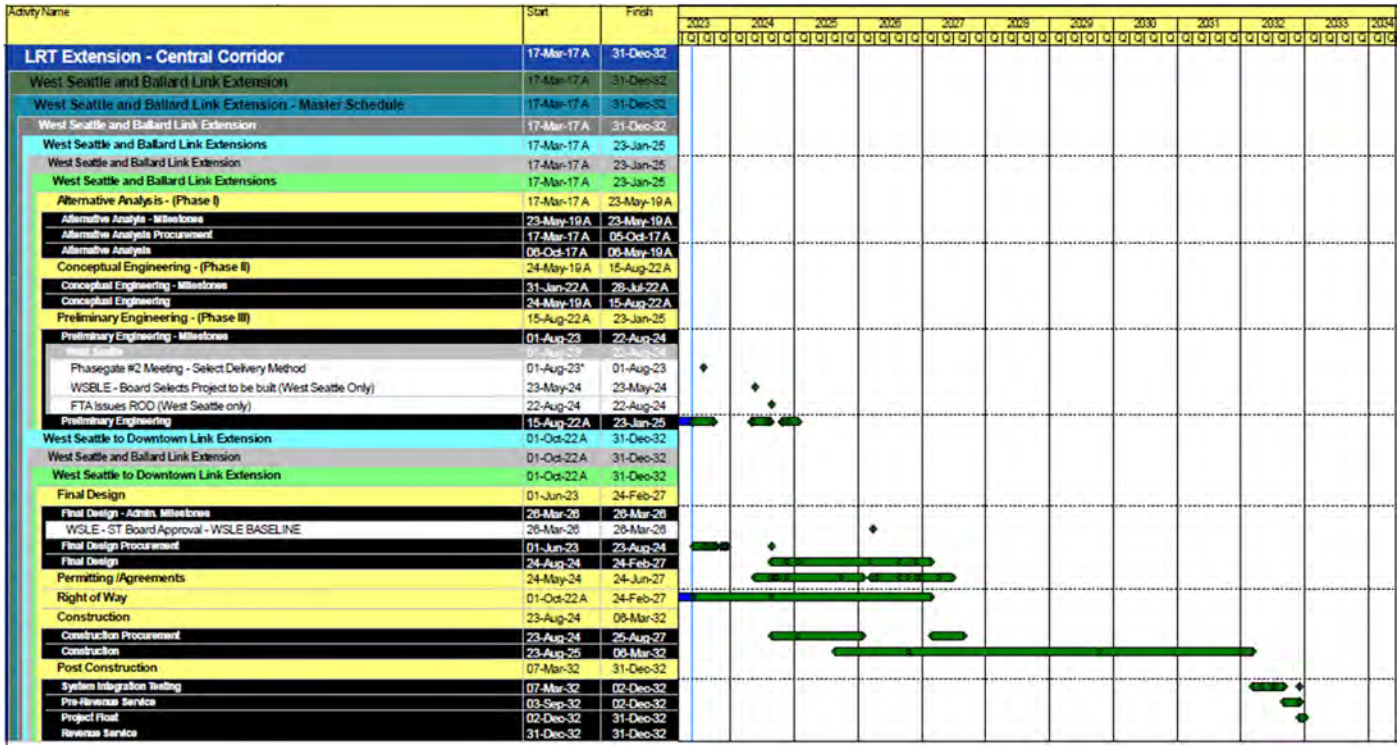
Risk Management

The following are the top project-wide risks:

- Additional environmental process delays will further impact the schedule for completion of environmental documentation and design.
- Complexity of alignment in a constrained environment with challenging topography and waterway crossing.
- Potential construction effects in a constrained environment.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay the project and add cost.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2032. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of delay associated with an extended public comment period, the Board identified a Preferred Alternative for the West Seattle Extension in July 2022 (and subsequently approved Phase 3 Preliminary Engineering NTP). The Board also directed further studies in a number of areas. The delay in identification of the Preferred Alternative and the associated Board requested further studies will necessitate adjustments to the environmental process and schedule, which will affect the Select Project to be Built milestone (which could potentially move to late 2024) as well as subsequent milestones including the revenue service date.



Community Engagement

- Met with one neighborhood group and two property & business owners.
- Tabled at two farmers markets in West Seattle and Delridge, interacted with over 600 people.
- Contacted nearby property owners and tenants regarding continued fieldwork activities throughout the project corridor.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—June actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	17.8	(4.9)
Consultants	38.7	24.0	14.7
TOTAL	51.6	41.8	9.8

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Progress Report

Regional Express & STRIDE Programs





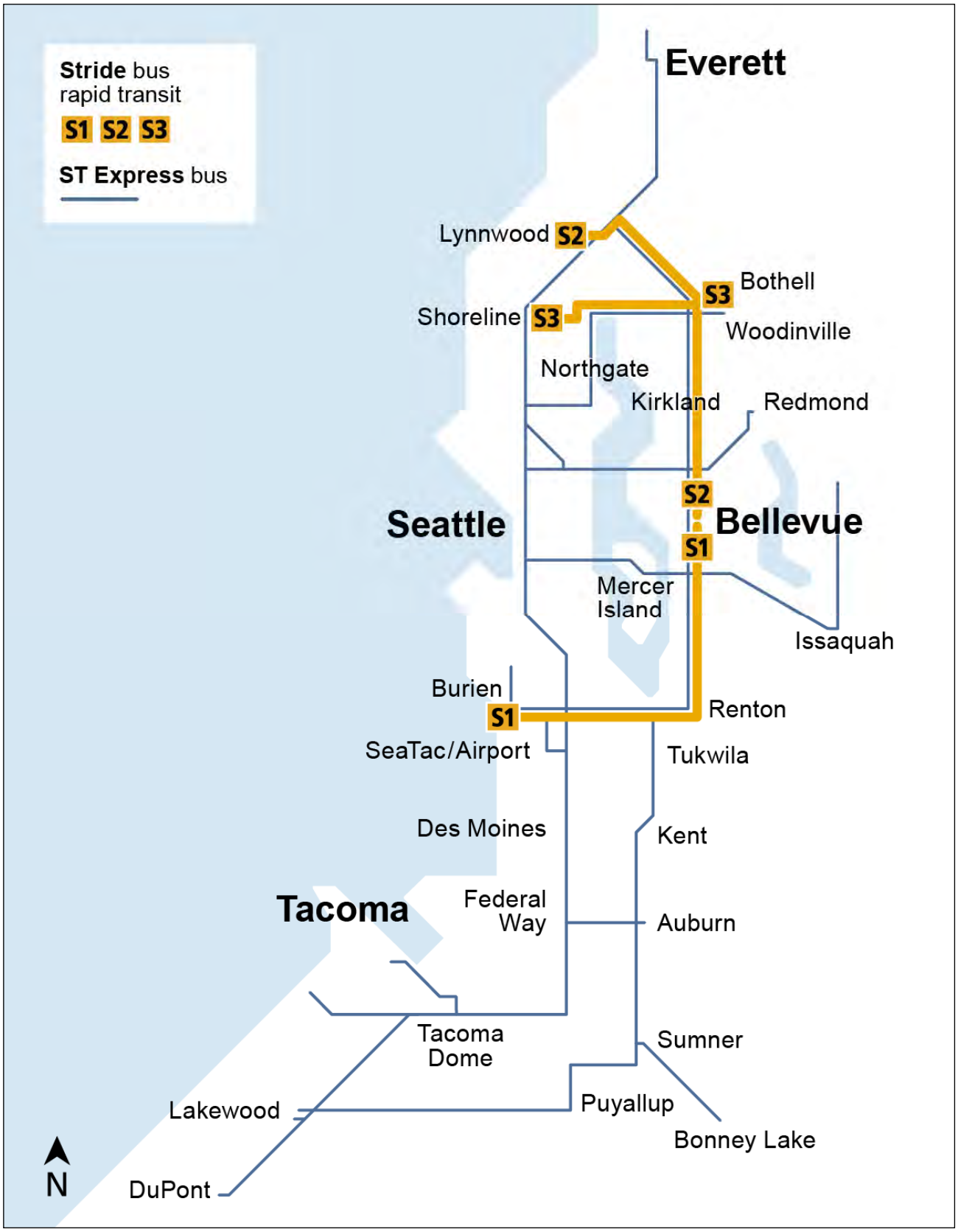




ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

July | 2023

Prepared by Project Controls I Portfolio Services Office



ST Regional Express and STRIDE Rapid Transit Bus Routes

Bus Base North: This project establishes the operations and maintenance facility necessary to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

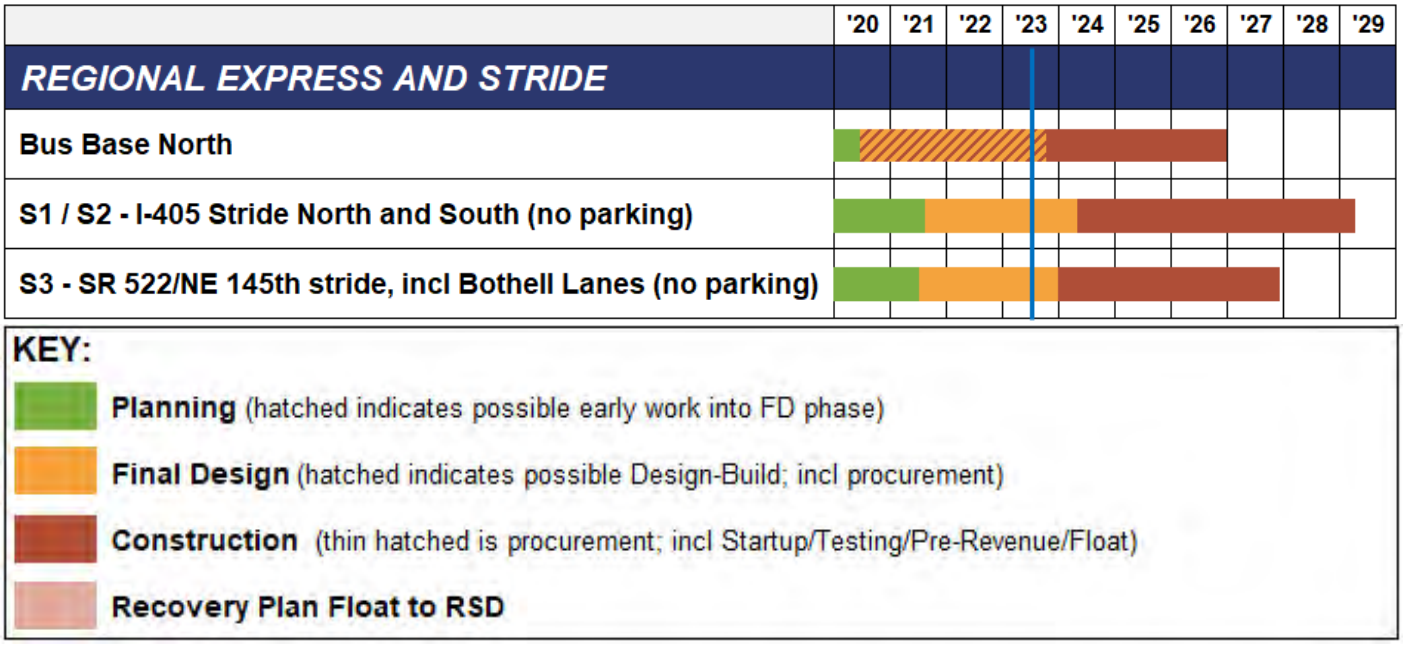
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	$499.5	$62.7	$55.1	$499.5	$0.0
I-405 Bus Rapid Transit	$1,269.0	$671.2	$180.6	$1,269.0	$0.0
SR 522/NE 145th St Bus Rapid Transit	$581.5	$109.6	$86.6	$581.5	$0.0
Total	**$2,350.0**	**$843.4**	**$322.2**	**$2,350.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active projects for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Target / Affordable * Service Year	Anticipated Service Year
Central Corridor			
RapidRide C/D Investments (remaining)	2024	2045	2045
East Corridor			
I-405 Stride - Kingsgate parking	2024	2035	2035
I-405 Stride - parking (all but Kingsgate)	2024	2034	2034
I-405 Stride North - NE 85th Station	2024	2026	2029
I-405 Stride North (no parking) – all elements except NE 85th Station	2024	2027	2029
I-405 Stride South (no parking)	2024	2026	2029
North Sammamish Park-and-Ride	2024	2045	2045
SR 522/NE 145th Stride - Lake Forest Park parking	2024	2044	2044
SR 522/NE 145th Stride - parking (all but Lake Forrest Park)	2024	2034	2034
SR 522/NE 145th Stride (no parking)	2024	2026	2028
South Corridor			
SR 162 Bus Investments	2024	2045	2045
Systemwide			
Bus Base North	2024	2025	2027
Bus on Shoulder - Snohomish & Pierce improvements	2024	2045	2045
Bus on Shoulder - South King improvements	2024	Suspended	-
ST2 Bus Base	2026	2045	2045

** The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

Regional Express & STRIDE
Bus Base North

Project Summary

Scope The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase Final Design

Budget $499.5 Million (Baselined July 2023)

Schedule Revenue Service:
December 2027 (incl. float)



Map of Project Alignment

Key Project Activities

- Board approved the baseline budget and schedule on July 27, 2023.
- 90% design effort is underway with deliverable anticipated for October 2023.
- 60% design deliverables received in early June 2023.
- Continued coordination with City of Bothell staff to resolve issues with its newly adopted Transfer of Development Rights code.
- Hoffman Construction Company announced as highest ranked firm for BT014 GCCM procurement.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of the Sound Transit Board approval the Baseline budget, the Authorized Project Allocation has been increased by $216.5M.

This period expenditures increased by $1.7M total; cost attributed to $1.6M in final design and program management with the GEC, $0.1M for Sound Transit staff, and other small expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$41.9	$8.7	$6.7	$41.9	$0.0
Preliminary Engineering	$2.0	$1.6	$1.6	$2.0	$0.0
Final Design	$29.8	$16.0	$11.1	$29.8	$0.0
3rd Party Agreements	$7.1	$0.1	$0.1	$7.1	$0.0
Right-of-Way (ROW)	$44.8	$36.1	$35.6	$44.8	$0.0
Construction	$354.3	$0.0	$0.0	$354.3	$0.0
Construction Services	$19.5	$0.0	$0.0	$19.5	$0.0
Total	**$499.5**	**$62.7**	**$55.1**	**$499.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks for the project:

- Cost pressure due to higher inflation, higher construction costs, permit conditions.
- Poor soil conditions could require additional special foundations or ground improvement. Risk Response: Sound Transit is planning to remove unsuitable soils (i.e., peat) and replace with suitable material. Geotechnical investigations are complete on site and Geotechnical Recommendations Report has been completed.
- Addressing the Canyon Park Business Center Owners Association (CPBCOA) Codes, Covenants, and Restrictions (CC&R). Risk Response: Sound Transit is actively working with the CPBCOA to resolve CC&R issues during design.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.

Closely Monitored Issues

- Timely resolution of issues related to the City of Bothell's newly adopted Transfer of Development Rights code.
- Working with the CPBCOA to amend the CC&R.
- Working with the City of Bothell to complete the Conditional Use Permitting process.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

July's focus included, but not limited to the following:

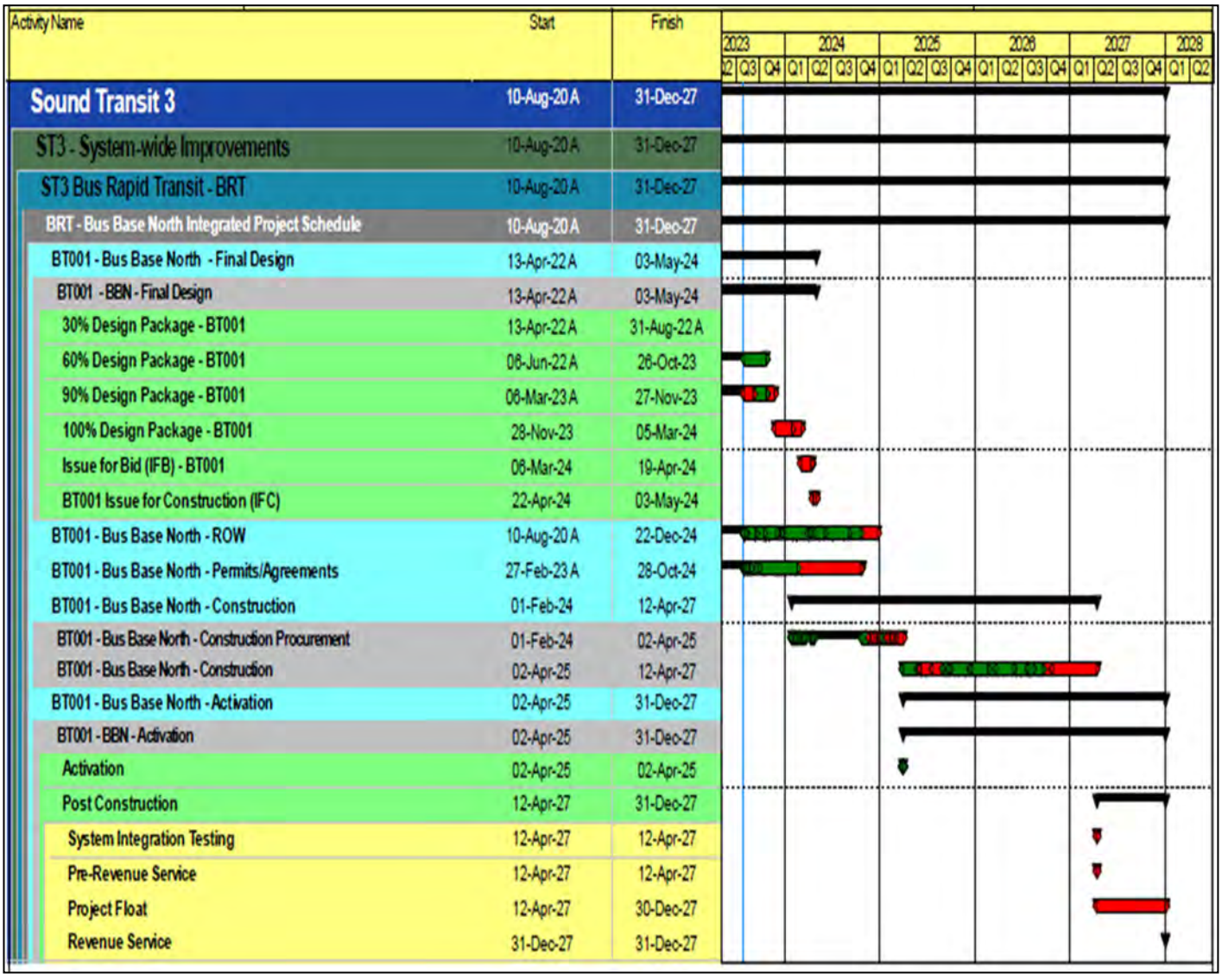
- Finalized a survey to be sent to the surrounding businesses.

Project Schedule

The BBN project milestone for Project Baselining was completed on July 27, 2023. Current progress is in final design Geotechnical Data Report and the 60% Construction have been completed, and the 90% Structural Design Drawing will be submitted in September 2023. Current summary schedule reflects the realignment forecast for completion in Q4 2027 (with float).

Next upcoming Schedule Milestone is MS #2 - Construction NTP, scheduled in Q4 2024.

The current critical path for Bus Base North is Final Design by the GEC then construction procurement, civil construction and finishes, then systems integration and testing. Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit's proposed use for the property, developing project requirements, and permitting/agreements.



Activity Name	Start	Finish
Sound Transit 3	10-Aug-20 A	31-Dec-27
ST3 - System-wide Improvements	10-Aug-20 A	31-Dec-27
ST3 Bus Rapid Transit - BRT	10-Aug-20 A	31-Dec-27
BRT - Bus Base North Integrated Project Schedule	10-Aug-20 A	31-Dec-27
BT001 - Bus Base North - Final Design	13-Apr-22 A	03-May-24
BT001 - BBN - Final Design	13-Apr-22 A	03-May-24
30% Design Package - BT001	13-Apr-22 A	31-Aug-22 A
60% Design Package - BT001	06-Jun-22 A	26-Oct-23
90% Design Package - BT001	06-Mar-23 A	27-Nov-23
100% Design Package - BT001	28-Nov-23	05-Mar-24
Issue for Bid (IFB) - BT001	06-Mar-24	19-Apr-24
BT001 Issue for Construction (IFC)	22-Apr-24	03-May-24
BT001 - Bus Base North - ROW	10-Aug-20 A	22-Dec-24
BT001 - Bus Base North - Permits/Agreements	27-Feb-23 A	28-Oct-24
BT001 - Bus Base North - Construction	01-Feb-24	12-Apr-27
BT001 - Bus Base North - Construction Procurement	01-Feb-24	02-Apr-25
BT001 - Bus Base North - Construction	02-Apr-25	12-Apr-27
BT001 - Bus Base North - Activation	02-Apr-25	31-Dec-27
BT001 - BBN - Activation	02-Apr-25	31-Dec-27
Activation	02-Apr-25	02-Apr-25
Post Construction	12-Apr-27	31-Dec-27
System Integration Testing	12-Apr-27	12-Apr-27
Pre-Revenue Service	12-Apr-27	12-Apr-27
Project Float	12-Apr-27	30-Dec-27
Revenue Service	31-Dec-27	31-Dec-27

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
6	6	1	1	0	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing actual staffing is about the same as the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are ramping up as the project is progressing toward the construction procurement in 2024.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	6.0	1.7
Consultants	43.0	44.0	-1.0
TOTAL	50.7	50.0	0.7

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
Resolution R2023-17	Adopting the Bus Base North Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to date by $216,463,500 from $283,036,500 to $499,500,000, (b) decreasing the annual allocated budget by $2,593,000 from $23,921,000 to $21,328,000, and (c) establishing the project open for service date of Q4 2027.	7/27/2023

Regional Express & STRIDE
I-405 Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits — Approximately 37 miles between Lynnwood and Burien

Alignment — I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.

Stations — Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center

Phase — Final Design

Budget — $1.269 Billion (Baselined July 2023)

Schedule — Revenue Service:
S1 Line: September 2028 (incl. float)
S2 Line: June 2029 (incl. float)



Map of Project Alignment

Key Project Activities

- Board approved the baseline budget and schedule on July 27, 2023.
- Continued collaboration between Sound Transit and WSDOT drafting a construction funding agreement for design-build delivery of the Tukwila International Blvd. Station (TIBS).
- Continued coordination with City of Renton to resolve design issues at the South Renton Transit Center and city requests for added scope.
- Finalized a term sheet with King County Metro Transit for betterments at the South Renton Transit Center.
- WSDOT construction funding agreement amendment approved by the Board in July for Brickyard to SR 527 Improvements design-build project.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of the Sound Transit Board approval of Baseline budget, the Authorized Project Allocation has been increased by $402.6M.

This period expenditures increased by $9.5M total; cost attributed to $8.5M for construction of NE 85th and NE 44th projects, $0.3M from the engineering and program management by the GEC, $0.4M for TIBS PE, $0.1M in Sound Transit staff costs, $0.2M for ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$52.2	$20.7	$17.9	$52.2	$0.0
Preliminary Engineering	$43.5	$43.7	$38.7	$43.5	$0.0
Final Design	$26.1	$12.1	$7.3	$26.1	$0.0
Third Party Agreements	$5.8	$1.6	$0.9	$5.8	$0.0
Right-of-Way (ROW)	$53.5	$32.3	$29.2	$53.5	$0.0
Construction	$963.6	$559.0	$85.9	$963.6	$0.0
Construction Services	$30.2	$1.8	$0.6	$30.2	$0.0
Vehicles	$94.1	$0	$0	$94.1	$0.0
Total	**$1,269.0**	**$671.2**	**$180.6**	**$1,269.0**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Additional fish passage scope of work could substantially drive up TIBS cost and extend project schedule.
- Sound Transit is partnered with WSDOT on several WSDOT-delivered projects. Delays or cost overruns could impact the service and start date for the I-405 BRT. Risk response: Close coordination with WSDOT by integrating BRT milestones into the WSDOT schedule; having Sound Transit staff and consultant participating in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by Sound Transit for WSDOT-delivered projects, which include:
 - NE 85th / I-405 Interchange.
 - Tukwila International Boulevard Station.
 - NE 44th Park-and-Ride amendment.
 - Brickyard to SR 527, North Express Toll Lanes.

Closely Monitored Issues

- Timely selection and decision for the bus layover and charging location near the Transit Center in the City of Bellevue.
- Construction cost inflation and market condition.
- Address the bus price inflation risk. The team is in negotiation with the bus manufacturer to eliminate or cap the price escalation, instead of leaving it tied to the Producer Price Index.
- Working with King County Metro to secure the funding for SRTC betterment and finalize the funding agreement.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period, the project team

- Received and responded to three community comments and concerns.
- Attended an outreach event alongside WSDOT and the City of Kirkland sharing information about upcoming work on NE 85th.
- Continued working to plan the upcoming NE 85th ground breaking event.

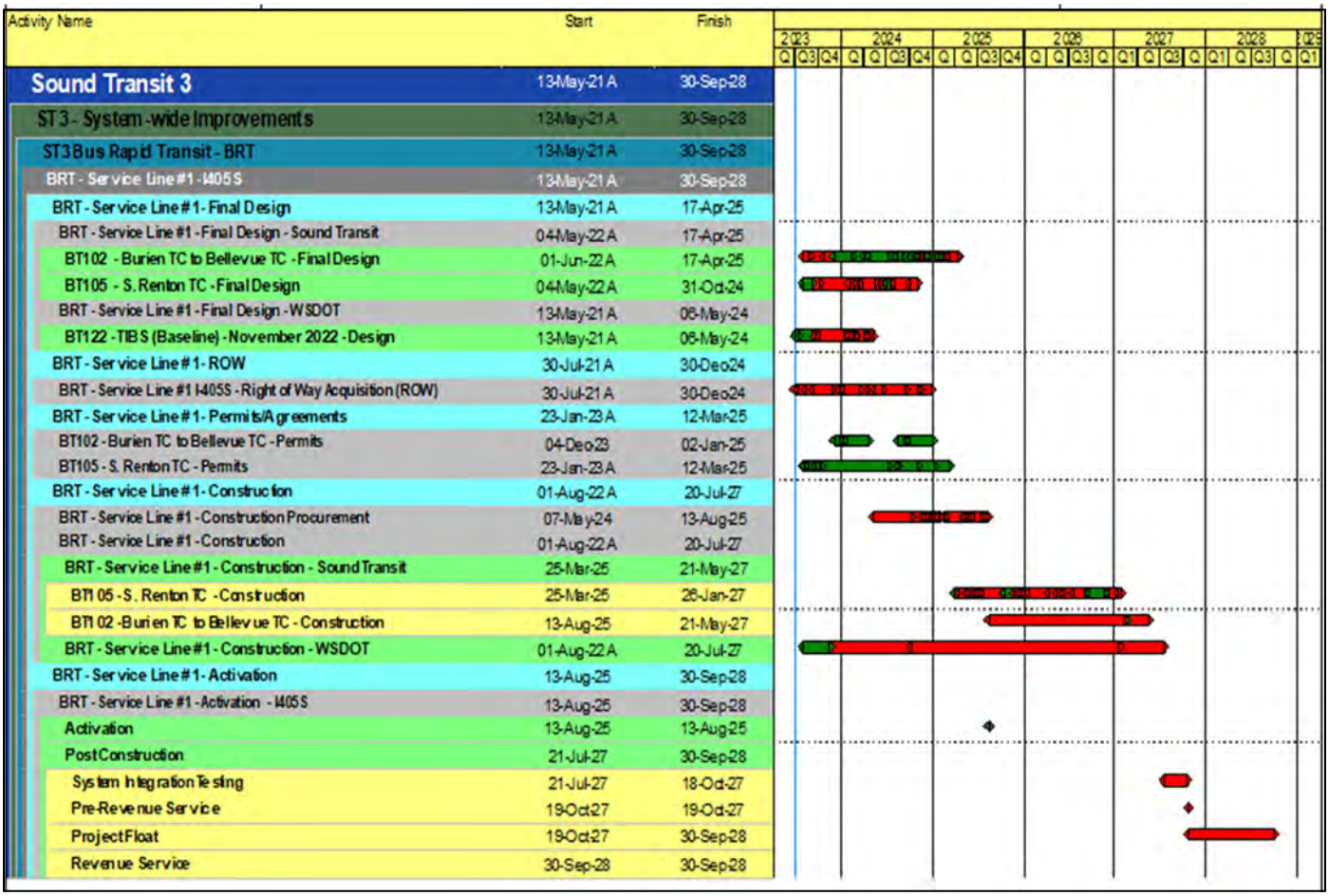
Project Schedule

The project milestone for Project Baselining was completed on July 27, 2023. The current summary schedule reflects the Baseline dates for Service Line#1 I-405 South for baseline complete of Q3 2028 (Sept 30, 2028 with float).

Service Line S1: I-405 S Critical Path

The current critical path for the I-405 BRT project is through Tukwila International Blvd Station Improvements in coordination with WSDOT, commissioning and testing, and project float contingency to service line activation.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.

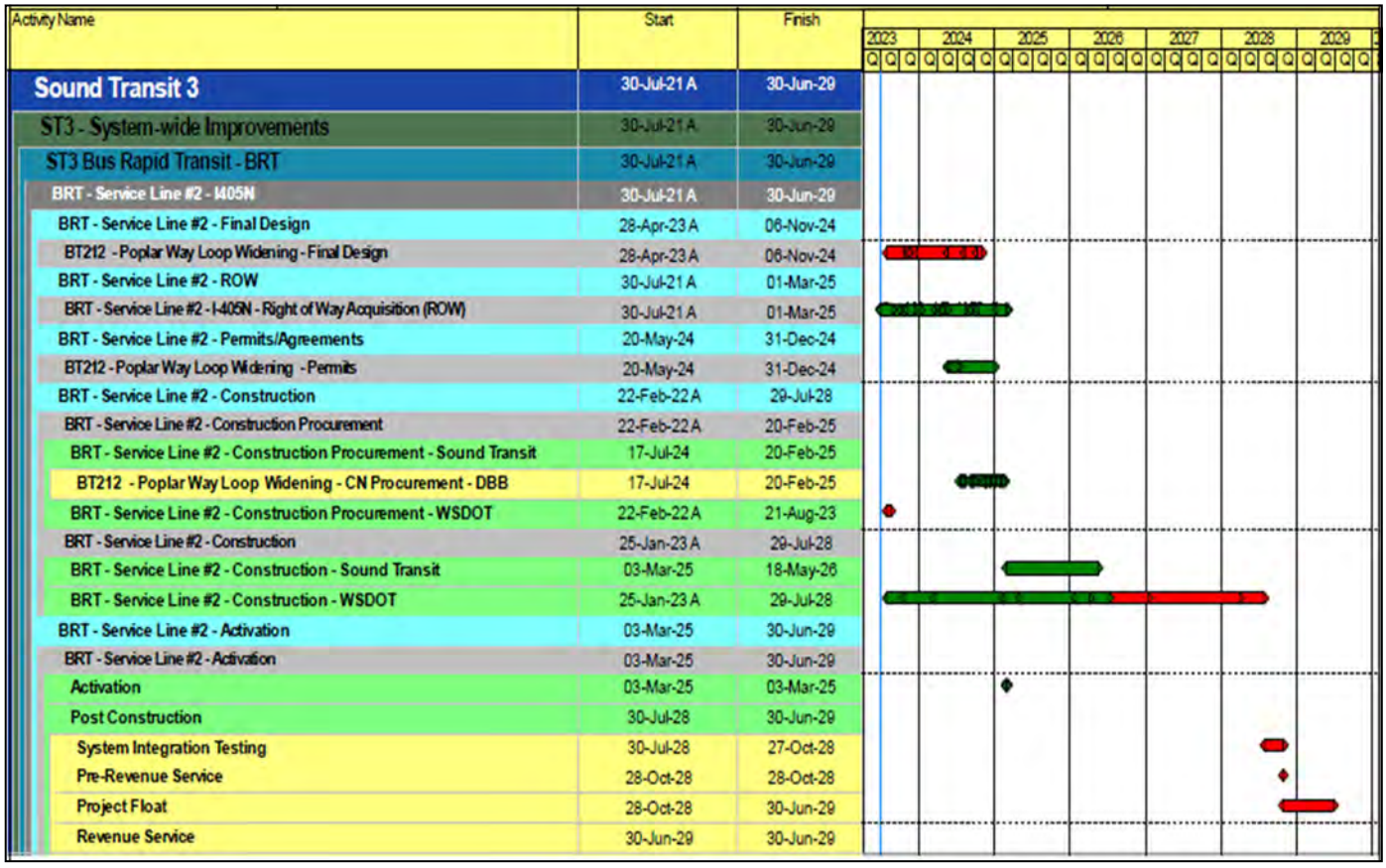


Project Schedule continued

Service Line S2: I-405 N

Service Line S2 opening is trending toward 2029 completion, which is behind the 2027 Board realignment target. Due to multiple simultaneous procurements of WSDOT's construction projects, and the current state of the construction industry, WSDOT delayed the procurement of the I-405 North Express Toll Lanes. Additionally, the construction duration allowed for this project has been prolonged due to the size and complexity of the project. Similar to S1, the schedule graphic below has not yet been updated to reflect this development because additional studies and schedule risk assessments are still being conducted to formulate a new plan and inform the upcoming baseline action.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.



Activity Name	Start	Finish
Sound Transit 3	30-Jul-21 A	30-Jun-29
ST3 - System-wide Improvements	30-Jul-21 A	30-Jun-29
ST3 Bus Rapid Transit - BRT	30-Jul-21 A	30-Jun-29
BRT - Service Line #2 - I405N	30-Jul-21 A	30-Jun-29
BRT - Service Line #2 - Final Design	28-Apr-23 A	06-Nov-24
BT212 - Poplar Way Loop Widening - Final Design	28-Apr-23 A	06-Nov-24
BRT - Service Line #2 - ROW	30-Jul-21 A	01-Mar-25
BRT - Service Line #2 - I-405N - Right of Way Acquisition (ROW)	30-Jul-21 A	01-Mar-25
BRT - Service Line #2 - Permits/Agreements	20-May-24	31-Dec-24
BT212 - Poplar Way Loop Widening - Permits	20-May-24	31-Dec-24
BRT - Service Line #2 - Construction	22-Feb-22 A	29-Jul-28
BRT - Service Line #2 - Construction Procurement	22-Feb-22 A	20-Feb-25
BRT - Service Line #2 - Construction Procurement - Sound Transit	17-Jul-24	20-Feb-25
BT212 - Poplar Way Loop Widening - CN Procurement - DBB	17-Jul-24	20-Feb-25
BRT - Service Line #2 - Construction Procurement - WSDOT	22-Feb-22 A	21-Aug-23
BRT - Service Line #2 - Construction	25-Jan-23 A	29-Jul-28
BRT - Service Line #2 - Construction - Sound Transit	03-Mar-25	18-May-26
BRT - Service Line #2 - Construction - WSDOT	25-Jan-23 A	29-Jul-28
BRT - Service Line #2 - Activation	03-Mar-25	30-Jun-29
BRT - Service Line #2 - Activation	03-Mar-25	30-Jun-29
Activation	03-Mar-25	03-Mar-25
Post Construction	30-Jul-28	30-Jun-29
System Integration Testing	30-Jul-28	27-Oct-28
Pre-Revenue Service	28-Oct-28	28-Oct-28
Project Float	28-Oct-28	30-Jun-29
Revenue Service	30-Jun-29	30-Jun-29

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
42	22	15	7	5	5

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing the actual FTE below the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are expected to ramp up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	10.8	2.1
Consultants	32.0	30.1	0.9
TOTAL	44.9	40.9	4.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160*

Sound Transit Board Actions

Board Action	Description	Date
R2023-18	Adopting the I-405 Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by $402,618,123 from $866,381,877 to $1,269,000,000, (b) decreasing the annual allocated budget by $45,806,704 from $167,827,704 to $122,021,000, and (c) establishing the project open for service dates of Q3 2028 for the S1 Line and Q2 2029 for the S2 Line.	7/27/2023
R2023-55	Amending the Construction Funding Agreement with the Washington State Department of Transportation for the Design-Build Delivery of the I-405 Stride Bus Rapid Transit Brickyard to SR 527 Improvement Project.	7/27/2023

Regional Express & STRIDE
SR 522/NE 145th Street Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus.

Limits — Approximately 8 miles between Shoreline and Bothell

Alignment — The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

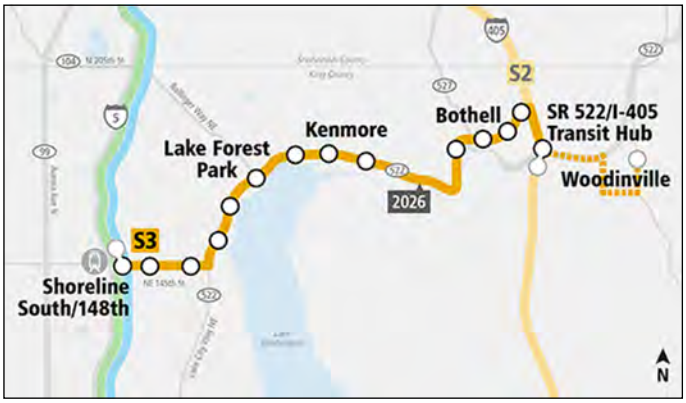
Stations — 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems — BRT Operations & Transit Signal Priority

Phase — Final Design

Budget — $581.5 Million (Baselined July 2023)

Schedule — Revenue Service: June 2028 (incl. float)



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Board approved the baseline budget and schedule on July 27, 2023.
- The 60% design reviews for the Bothell segment of BRT (contract unit BT307) by Sound Transit and third parties is nearly complete.
- Continued coordination with City of Lake Forest Park and community groups to address aesthetic concerns.
- CEO Timm and over 300 people attended a community meeting held in Lake Forest Park August 2, 2023 to discuss project issues.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

As part of Sound Transit Board Approval of Baseline budget, the Authorized Project Allocation increased by $330.9M.

This period expenditures increased by $4.2M; cost attributed to $2M in final design and program management with the GEC, $0.2M for Sound Transit staff, $1.6M in construction (Shoreline), and $0.3M in ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$57.8	$16.4	$14.1	$57.8	$0.0
Preliminary Engineering	$15.8	$15.4	$15.3	$15.8	$0.0
Final Design	$43.4	$32.3	$21.9	$43.4	$0.0
3rd Party Agreements	$7.4	$2.1	$0.9	$7.4	$0.0
Right-of-Way (ROW)	$89.6	$8.5	$5.1	$89.6	$0.0
Construction	$303.4	$35.0	$29.2	$303.4	$0.0
Construction Services	$25.8	$0	$0.0	$25.8	$0.0
Vehicles	$38.3	$0	$0	$38.3	$0.0
Total	**$581.5**	**$109.6**	**$86.6**	**$581.5**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners on the project development, design, property acquisitions, permitting process, and construction activities.
- Coordination of project on NE 145th and SR 522 with WSDOT and the cities of Seattle, Shoreline, and Lake Forest Park - complex jurisdictional situation and third partner expectation for Sound Transit capital investment. Partner agency staff are actively working towards a solution.
- Challenges related to Right-of-Way, especially properties in Lake Forest Park, may require additional time for acquisitions.

Closely Monitored Issues

- Quickly address additional design studies or revisions in response to board, AHJs and community requests to minimize disruption that may lead to delays.
- Advance the civil design around the Bsche'tla Creek.
- Repackaging BT306 and BT307 construction contract packages to address permitting and ROW acquisition risks.
- Obtain concurrence from Utility owners/operators on the design for relocations.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period project team

- Responded to 25+ community comments and concerns
- Planned and hosted a community informational meeting in Lake Forest Park—325 members of the public attended
- Drafted materials for upcoming outreach
- Planned 90% design outreach events for Fall 2023—taking place in October 2023
- Met with three community organizations in Lake Forest Park
- Conducted outreach at the Kenmore Park and Ride alongside King County Metro
- Participated in two interagency open houses around the Lynnwood Link
- Attended the Lake Forest Park City Council Meeting.

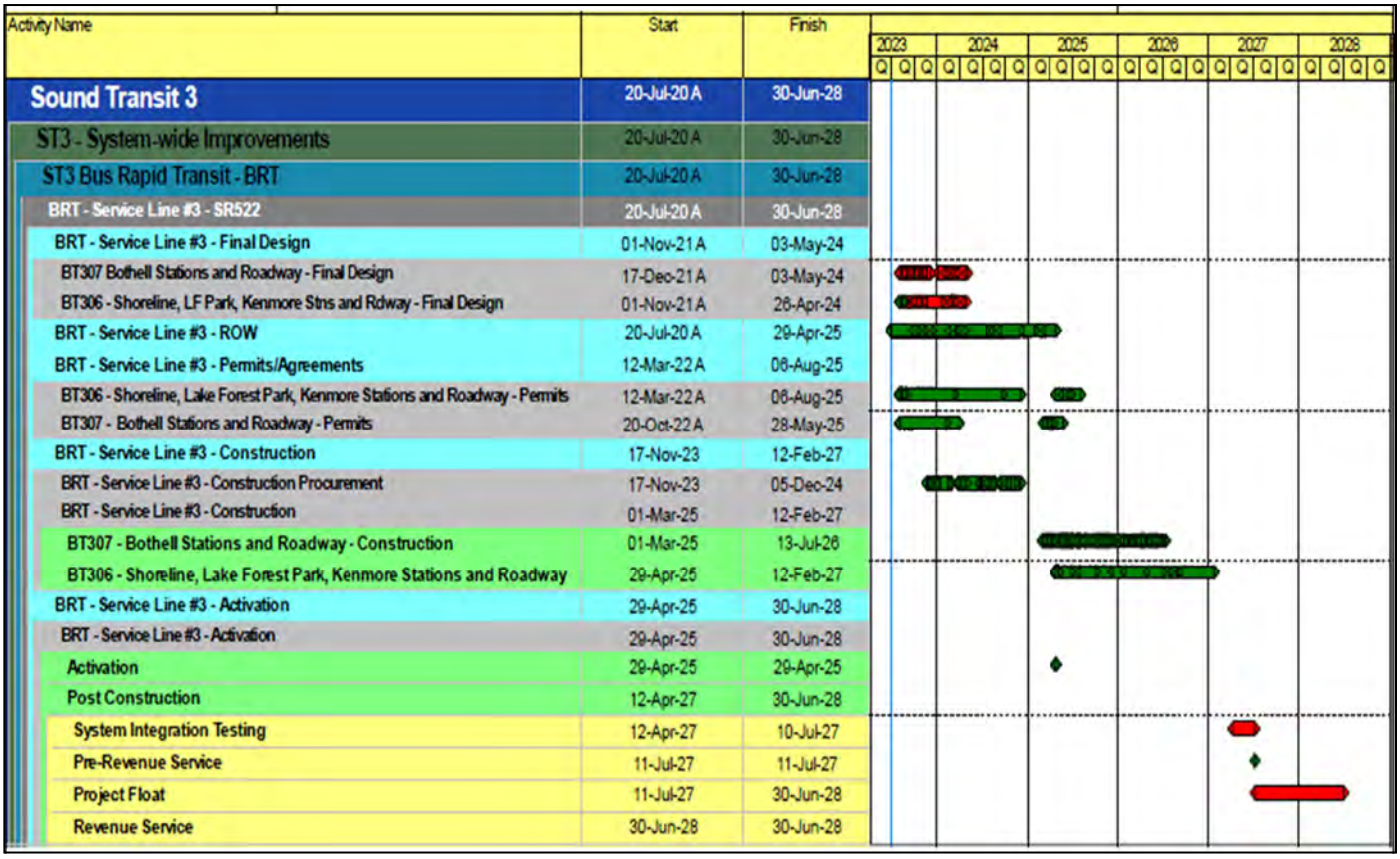
Project Schedule

The project milestone for Project Baselining was completed on July 27, 2023. The current summary schedule reflects the Baseline dates for Service Line#3 for baseline complete of Q2 2028 (June 30, 2028 with float).

There are two critical paths for the SR 522/NE 145th BRT project opening. The most critical path is through the completion of the Bus Base North and integrated systems testing of the SR 522 corridor. A near critical path is the completion of final design and ROW acquisitions for the SR 522/NE 145th Roadways in Shoreline, Lake Forest Park and Kenmore needed to start .

Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

Sound Transit contributed construction funding to certain city(s)/AHJ where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.



Activity Name	Start	Finish
Sound Transit 3	20-Jul-20 A	30-Jun-28
ST3 - System-wide Improvements	20-Jul-20 A	30-Jun-28
ST3 Bus Rapid Transit - BRT	20-Jul-20 A	30-Jun-28
BRT - Service Line #3 - SR522	20-Jul-20 A	30-Jun-28
BRT - Service Line #3 - Final Design	01-Nov-21 A	03-May-24
BT307 Bothell Stations and Roadway - Final Design	17-Dec-21 A	03-May-24
BT306 - Shoreline, LF Park, Kenmore Stns and Rdway - Final Design	01-Nov-21 A	26-Apr-24
BRT - Service Line #3 - ROW	20-Jul-20 A	29-Apr-25
BRT - Service Line #3 - Permits/Agreements	12-Mar-22 A	06-Aug-25
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Permits	12-Mar-22 A	06-Aug-25
BT307 - Bothell Stations and Roadway - Permits	20-Oct-22 A	28-May-25
BRT - Service Line #3 - Construction	17-Nov-23	12-Feb-27
BRT - Service Line #3 - Construction Procurement	17-Nov-23	05-Dec-24
BRT - Service Line #3 - Construction	01-Mar-25	12-Feb-27
BT307 - Bothell Stations and Roadway - Construction	01-Mar-25	13-Jul-26
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway	29-Apr-25	12-Feb-27
BRT - Service Line #3 - Activation	29-Apr-25	30-Jun-28
BRT - Service Line #3 - Activation	29-Apr-25	30-Jun-28
Activation	29-Apr-25	29-Apr-25
Post Construction	12-Apr-27	30-Jun-28
System Integration Testing	12-Apr-27	10-Jul-27
Pre-Revenue Service	11-Jul-27	11-Jul-27
Project Float	11-Jul-27	30-Jun-28
Revenue Service	30-Jun-28	30-Jun-28

Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
204	202	31	2	24	0

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. The variance will reduce once final design accelerates.

Overall, the data is showing the actual FTE above the Planned FTE monthly average. Staffing level of the consultants is ramping up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.0	14.4	(1.4)
Consultants	54.0	68.2	(14.2)
TOTAL	67.0	82.6	(15.6)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
Resolution R2023-19	Adopting the SR522/NE 145th Street Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by $330,851,655 from $250,648,345 to $581,500,000, (b) decreasing the annual allocated budget by $21,653,035 from $82,341,035 to $60,688,000, and (c) establishing the project open for service date of Q2 2028 for the S3 Line.	7/27/2023

Progress Report
Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday mornings and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawks games.

July | 2023

Prepared by Project Controls I Portfolio Services Office


Sounder trains
N Everett–Seattle
S Seattle–DuPont
N Everett
Mukilteo
Edmonds
Seattle N S
Bellevue
Tukwila
Kent
Auburn
Tacoma
Sumner
Tacoma Dome
South Tacoma
Puyallup
Lakewood
Tillicum
DuPont S
N

DuPont Extension: Project will plan, design and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements. Preliminary project budgets established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: Project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Kent Auburn Station Parking Access Improvements: Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder Stations. In January 2023 the Sound Transit Board authorized Resolution No. R2023-02, which combined the project budgets for Sumner, Kent, and Auburn Stations Parking and Access Improvements projects into one project baseline budget with shared contingencies. The combined project budget will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

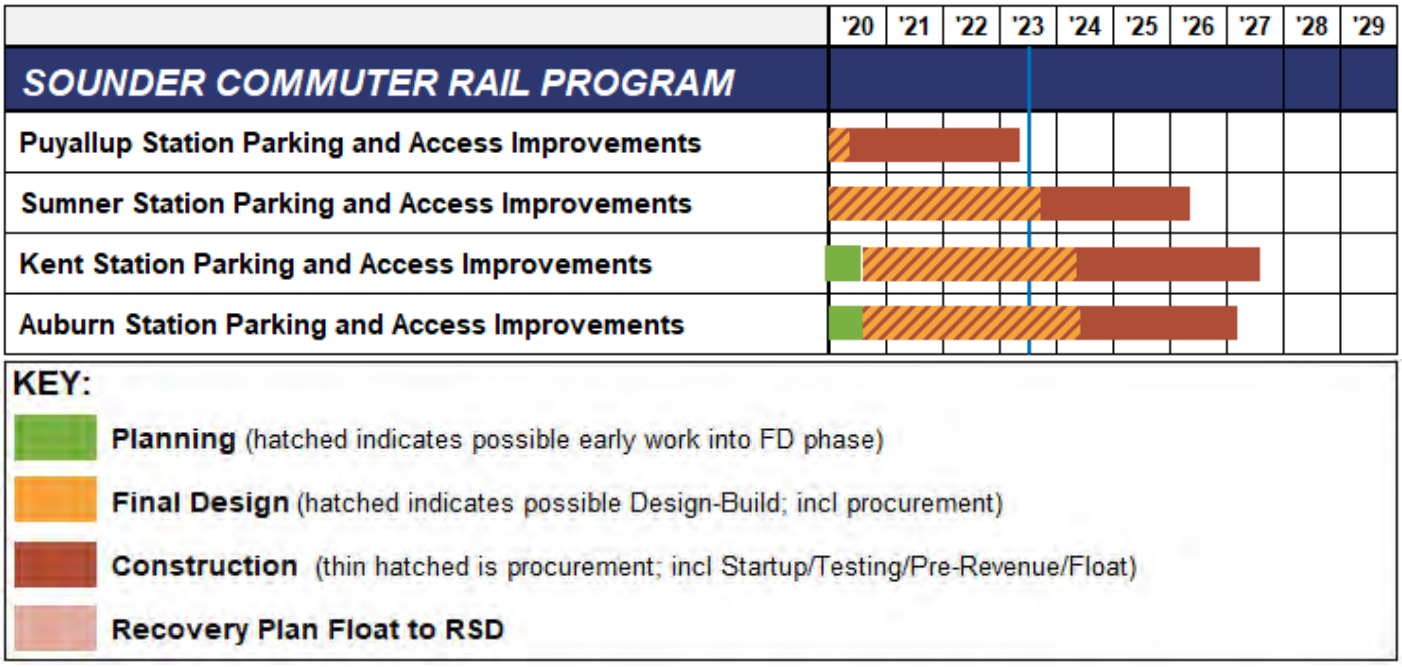
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
DuPont Extension	$8.6	$0.0	$0.0	$8.6	$0.0
Lakewood Station Access Improvements	$6.2	$4.1	$2.9	$6.2	$0.0
Sounder South Capacity Expansion	$34.8	$10.6	$6.7	$34.8	$0.0
South Tacoma Station Access Improvements	$5.8	$4.1	$2.7	$5.8	$0.0
Sumner, Kent and Auburn SPAI	$359.7	$96.8	$44.4	$359.7	$0.0
Total	**$415.1**	**$115.6**	**$56.6**	**$415.1**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Target / Affordable * Service Year	Anticipated Service Year
North Corridor			
Edmonds & Mukilteo Parking & Access	2024	2034	2034
South Corridor			
Auburn Station Parking & Access Improvements	2024	2025	2027
Kent Station Parking & Access Improvements	2024	2025	2027
Lakewood Station Parking & Access Improvements	2030	2032	2030
Platform Extensions	2031	2036	2036
S Tacoma Station Parking & Access Improvements	2030	2032	2030
Sounder Additional Service	2036	2046	2046
Sounder extension to DuPont	2036	2045	2045
ST3 Sounder Access Improvements - Pierce	2031	2031	2036
ST3 Sounder Access Improvements - South King	2031	2041	2041
Sumner Station Parking & Access Improvements	2024	2025	2026
Tacoma Dome Station Parking & Access Improvements	2030	2032	2033
Systemwide			
Sounder Maintenance Base	2026	2034	2034

** The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

Sounder Commuter Rail
DuPont Extension

Project Summary

Scope This project will extend Sounder service from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements.

Phase Planning Phase 2—Conceptual Engineering and Environmental for track & signals only

Budget $8.6 Million

Schedule Target Date: 2045

** This project is in development and project report will be updated quarterly effective June 2023.*



DuPont Extension in Pierce County

Key Project Activities

- The Federal Railroad Administration (FRA) awarded a $10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County. The projects initiated in June 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA to hold CRISI grant meetings monthly.
- Phase Gate 1 approved on March 7.
- In May 2023 Sound Transit amended David Evans Associate Contract (DEA) contract to fund environmental review and conceptual engineering for track and signal improvements only for the DuPont Extension project.
- In June 2023 Sound Transit and DEA held a project kickoff meeting for Phase 2—Conceptual Engineering and Environmental for the track and signal improvements only.

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $4.2K with the majority of the amount coming from staff costs for Phase 2 —Conceptual Engineering and Environmental Assessment activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.6	$0.0	$0.0	$2.6	$0.0
Preliminary Engineering	$5.3	$0.0	$0.0	$5.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.2	$0.0	$0.0	$0.2	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.5	$0.0	$0.0	$0.5	$0.0
Total	**$8.6**	**$0.0**	**$0.0**	**$8.6**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

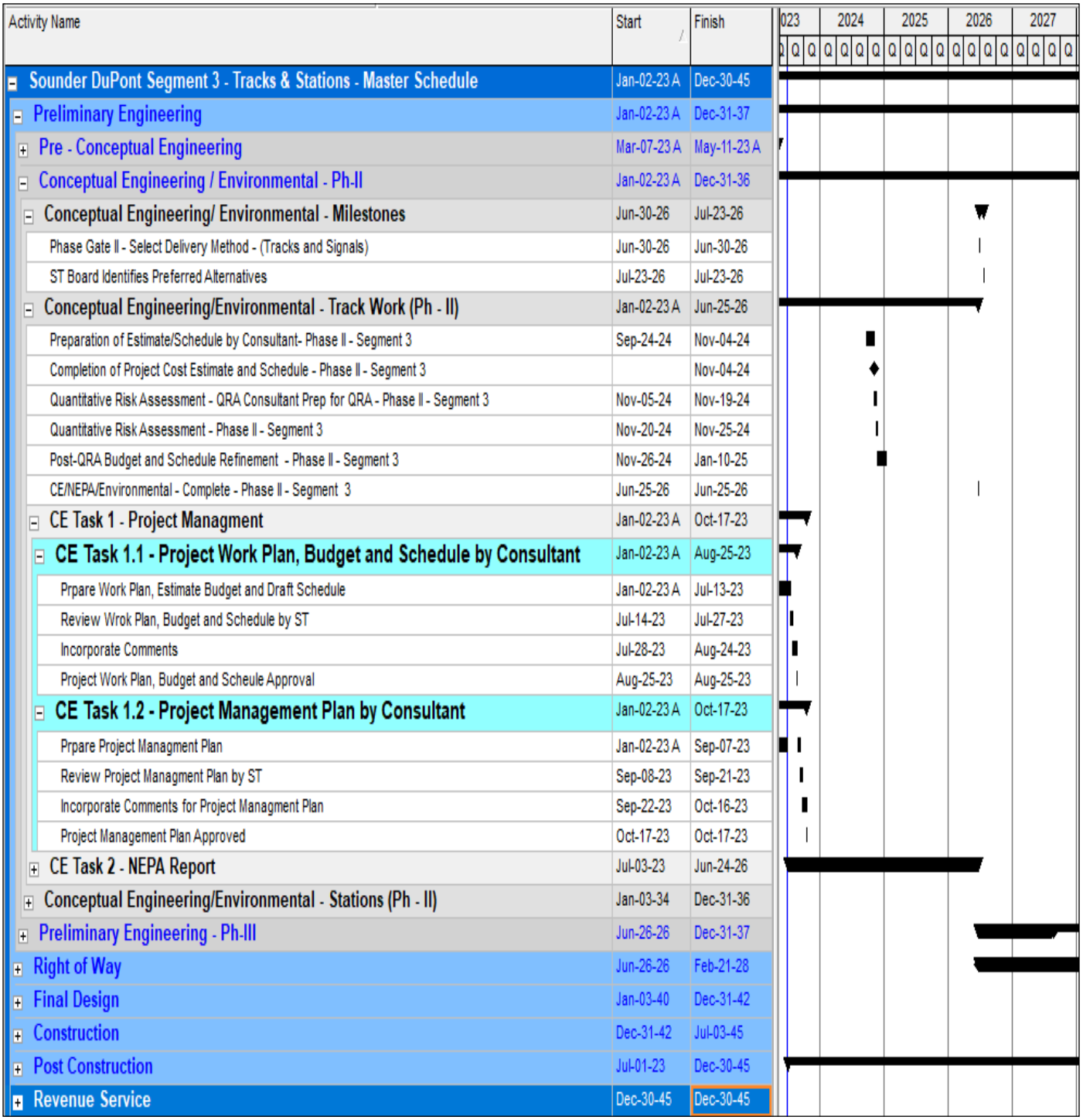
- Sound Transit and consultant team held a conceptual engineering and environmental project kick-off meeting in June 2023. The team will conduct a risk register workshop in Q3 2023.
- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule.
- Splitting the project into a distinct track and signal component and a station component may lead to future design rework.
- Any ROW process delay in getting needed property acquisition may impact the schedule.

Community Engagement

- Planning for community outreach activities will begin after we hold the project kick-off meeting.

Project Schedule

High level Initial Master Schedule shown below as it will continue to develop. Team started with Preparing Work Plan, Estimate Budget and Draft Schedule along with Project Management Plan in January 2023. NEPA Report is expected to start end of Q3 2023. Conceptual Engineering and Environmental planned for completion Q2 2026. Board identification of Preferred Alternatives planned for Q3 2026. Revenue Service Date planned by Q4 2045.



Activity Name	Start	Finish
Sounder DuPont Segment 3 - Tracks & Stations - Master Schedule	Jan-02-23 A	Dec-30-45
Preliminary Engineering	Jan-02-23 A	Dec-31-37
Pre - Conceptual Engineering	Mar-07-23 A	May-11-23 A
Conceptual Engineering / Environmental - Ph-II	Jan-02-23 A	Dec-31-36
Conceptual Engineering/ Environmental - Milestones	Jun-30-26	Jul-23-26
Phase Gate II - Select Delivery Method - (Tracks and Signals)	Jun-30-26	Jun-30-26
ST Board Identifies Preferred Alternatives	Jul-23-26	Jul-23-26
Conceptual Engineering/Environmental - Track Work (Ph - II)	Jan-02-23 A	Jun-25-26
Preparation of Estimate/Schedule by Consultant- Phase II - Segment 3	Sep-24-24	Nov-04-24
Completion of Project Cost Estimate and Schedule - Phase II - Segment 3		Nov-04-24
Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 3	Nov-05-24	Nov-19-24
Quantitative Risk Assessment - Phase II - Segment 3	Nov-20-24	Nov-25-24
Post-QRA Budget and Schedule Refinement - Phase II - Segment 3	Nov-26-24	Jan-10-25
CE/NEPA/Environmental - Complete - Phase II - Segment 3	Jun-25-26	Jun-25-26
CE Task 1 - Project Managment	Jan-02-23 A	Oct-17-23
CE Task 1.1 - Project Work Plan, Budget and Schedule by Consultant	Jan-02-23 A	Aug-25-23
Prpare Work Plan, Estimate Budget and Draft Schedule	Jan-02-23 A	Jul-13-23
Review Wrok Plan, Budget and Schedule by ST	Jul-14-23	Jul-27-23
Incorporate Comments	Jul-28-23	Aug-24-23
Project Work Plan, Budget and Scheule Approval	Aug-25-23	Aug-25-23
CE Task 1.2 - Project Management Plan by Consultant	Jan-02-23 A	Oct-17-23
Prpare Project Managment Plan	Jan-02-23 A	Sep-07-23
Review Project Managment Plan by ST	Sep-08-23	Sep-21-23
Incorporate Comments for Project Managment Plan	Sep-22-23	Oct-16-23
Project Management Plan Approved	Oct-17-23	Oct-17-23
CE Task 2 - NEPA Report	Jul-03-23	Jun-24-26
Conceptual Engineering/Environmental - Stations (Ph - II)	Jan-03-34	Dec-31-36
Preliminary Engineering - Ph-III	Jun-26-26	Dec-31-37
Right of Way	Jun-26-26	Feb-21-28
Final Design	Jan-03-40	Dec-31-42
Construction	Dec-31-42	Jul-03-45
Post Construction	Jul-01-23	Dec-30-45
Revenue Service	Dec-30-45	Dec-30-45

Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental

Budget

$6.2 Million

Schedule

Target Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



Lakewood Station in Pierce County

Key Project Activities

- Reviewed and finalized Conceptual Designs for all proposed improvements.
- Finalized a Letter of Concurrence with City of Lakewood on project delivery framework for improvements on public right-of-way.
- Reviewed Conceptual Design draft cost estimates.
- Continued developing SEPA Checklist.



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $273K with the majority of the amount coming from staff costs, outreach, Phase 2 — Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$2.2	$0.9	$0.9	$2.2	$0.0
Preliminary Engineering	$3.3	$2.8	$1.7	$3.3	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.4	$0.3	$0.3	$0.4	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.1	$0.0	$0.3	$0.0
Total	**$6.2**	**$4.1**	**$2.9**	**$6.2**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

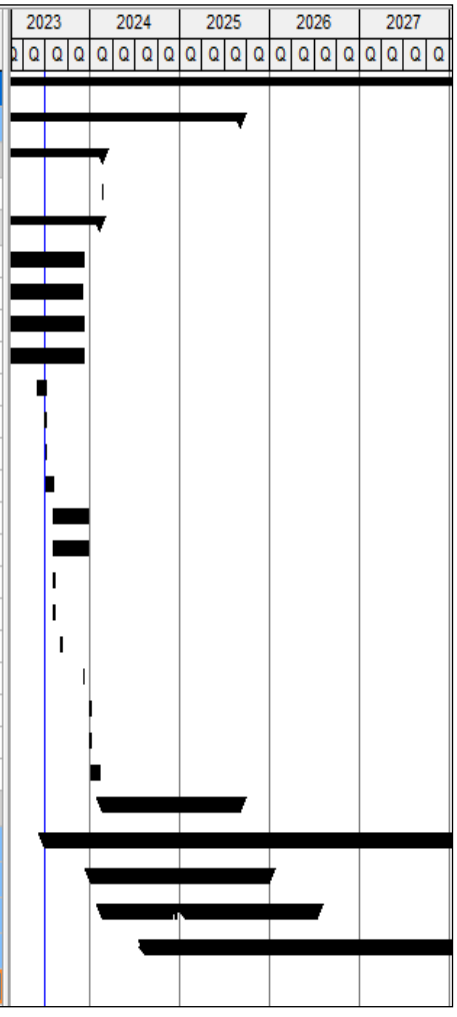
Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagements, environmental reviews, conceptual design plans, cost estimates and methodology reports.

Selection of delivery method is expected during Q3 2023. Board selection of projects to be built is planned for Q1 2024.

The target open for service date for this project is planned for Q4 2030.

Activity Name	Start	Finish
Lakewood Station Access Improvements - Master Schedule	May-02-22 A	Dec-31-30
Preliminary Engineering	May-02-22 A	Sep-02-25
Phase II - Conceptual Engineering	May-02-22 A	Feb-22-24
Board Selects Projects to be Build (Reaffirms Alternatives)	Feb-22-24	Feb-22-24
Conceptual Engineering	May-02-22 A	Feb-09-24
Phase 2 Draft SEPA and CE	May-02-22 A	Dec-08-23
External Engagement	May-02-22 A	Nov-29-23
DEA Performss and Completes CE/ENV	May-02-22 A	Dec-08-23
Finalize SEPA, Check List and Review	Jun-01-22 A	Dec-08-23
Consultant prepare for QRA Sesstion	Jun-01-23 A	Jul-05-23
Submit, Review and Approve Cost Estimate	Jun-28-23 A	Jul-03-23
QRA Session	Jul-06-23	Jul-06-23
Finalize Schedule and Cost Estimates Per QRA Session Output	Jul-07-23	Aug-03-23
Prepare for Gate 2: Select Delivery Method	Aug-04-23	Dec-26-23
Prepare for Gate 3: Complete Environmental and Enter Design/Construction	Aug-04-23	Dec-26-23
All Documents Due before Phase Gate Meeting	Aug-04-23	Aug-10-23
Value Engineering - Planned for Augurst 2023	Aug-04-23	Aug-10-23
Project Delivery Workshop - September 2023	Sep-01-23	Sep-08-23
Publish SEPA	Dec-08-23	Dec-08-23
Phasegate #2 Meeting - Select Delivery Method - Not Before Jan 02, 2024 Per Melissa	Jan-02-24	Jan-02-24
Phase Gate #3 Meeting	Jan-02-24	Jan-02-24
Prepare for Board Meeting	Jan-03-24	Feb-09-24
Phase III - Preliminary Engineering	Feb-22-24	Sep-02-25
Permits and Agreements	Jul-03-23	Jul-03-30
Right of Way - NA	Jan-03-24	Jan-01-26
Final Design	Feb-23-24	Jul-14-26
Construction	Aug-12-24	Mar-08-28
Post Construction	Mar-07-28	Dec-31-30



Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.
- We are planning for fall outreach.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the SEPA Checklist and cost estimates are still under development and not ready for staff review. As this work advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	1.7	0.0
Consultants	4.0	4.8	(0.8)
TOTAL	5.7	6.5	(0.8)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None action this period	

Program Summary

Scope

This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services, and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

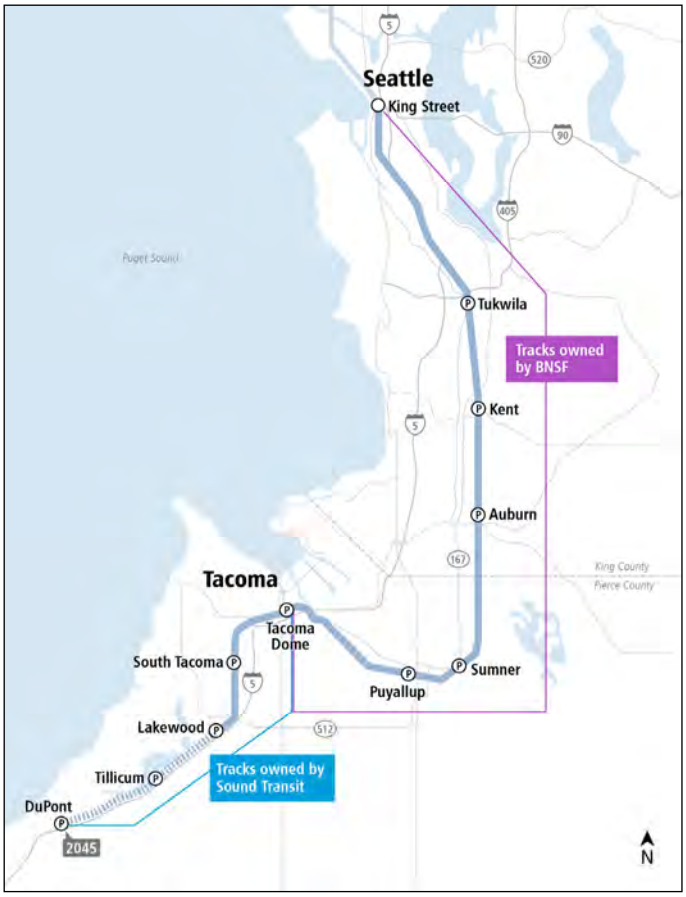
The Sounder South Strategic Plan to be updated that includes a program of proposed capital projects.

Phase Planning

Budget $34.8 Million

Schedule Target Dates: 2036-2046, varies by Program Element

** This project is in development and project report will be updated quarterly effective June 2023.*



Sounder South Capacity map alignment

Program Key Activities

- The Federal Railroad Administration (FRA) awarded a $10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County (Sounder Rail Track & Signal Project). The projects were initiated in Q2 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold grant-related coordination meetings monthly.
- SSCE program elements and project specific activities are detailed in their own sections below.

The King Street Station Platform Area Improvement Project and the Sounder Rail Track & Signal Project are summarized on the next pages followed by the common program reporting elements.

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick-up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Continued planning for Conceptual Engineering and Environmental Review.

Community Engagement

- Planning for Phase 2 community engagement and coordinating with the West Seattle and Ballard Link Extensions projects.

Sounder Rail Track & Signal Project

This project is currently advancing planning only to add second mainline tracks to several single track segments between Tacoma and DuPont on the Sound Transit-owned Lakewood Subdivision and a small segment of the BNSF right-of-way in Tacoma. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along Sound Transit's right-of-way in Pierce County. Project elements may include additional crossovers and improvements to at-grade crossings to increase capacity and reliability for Sounder S Line, Amtrak Cascades and Amtrak Coast Starlight service. This project currently does not include any passenger-facing elements such as new stations or access improvements.

Key Activities

- Obligated the grant with the Federal Railroad Administration (FRA) in May 2023 and beginning Q2 2023 progress reporting to the FRA.
- Sound Transit and consultant team held a project team kick-off meeting.

Community Engagement

- Published project information on the Sound Transit website under the Sounder South Capacity Expansion program page.
- Began drafting an external engagement plan.

Strategic Plan Update

Sound Transit completed the Sounder South Strategic Plan in March 2020 prior to the COVID pandemic. The plan suggested priorities and outlined a recommended schedule to implement Sounder South projects to address demand and capacity concerns: Platform Extensions, Additional Roundtrips (includes BNSF agreement and track & signal improvement projects), Access Improvement Projects and Vehicles. The plan prioritized the implementation of platform extension projects to meet capacity for the high peak period daily ridership at the time. Given the changes to ridership patterns resulting from the pandemic, Sound Transit is updating the Sounder South Strategic Plan and reexamining investment priorities and the current peak-focused service model.

Key Activities

- Sound Transit executed a consultant contract change order for this additional scope of work.
- Sound Transit and consultant team held a project team kick-off meeting.

Community Engagement

- Kicked off planning for external engagement this fall. Drafted online survey and key messages.
- Interviewed several Sounder corridor stakeholders about travel needs.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right-of-way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained by Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- The Auburn Platform Extension alternative analysis is complete. For the BNSF Platform Extension Project, that includes the Auburn Platform Extension Project, initiation of conceptual engineering and environmental review is paused consistent with the schedule identified in the capital program realignment and continued low ridership on the Sounder South corridor.

Community Engagement

- Community engagement is expected to begin when conceptual engineering gets underway.

Program Reporting Elements

While in the planning phase, priority projects are being managed under a shared budget, schedule, and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by $50K with the majority of the amount coming from staff costs, outreach, third party coordination, and Phase 2—Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC) *	Authorized Allocation vs. EFC
Administration	$9.9	$3.2	$3.2	$9.9	$0.0
Preliminary Engineering	$20.4	$6.5	$2.9	$20.4	$0.0
Third Party Agreements	$1.3	$0.6	$0.5	$1.3	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$3.1	$0.2	$0.0	$3.1	$0.0
Total	**$34.8**	**$10.6**	**$6.7**	**$34.8**	**$0.0**

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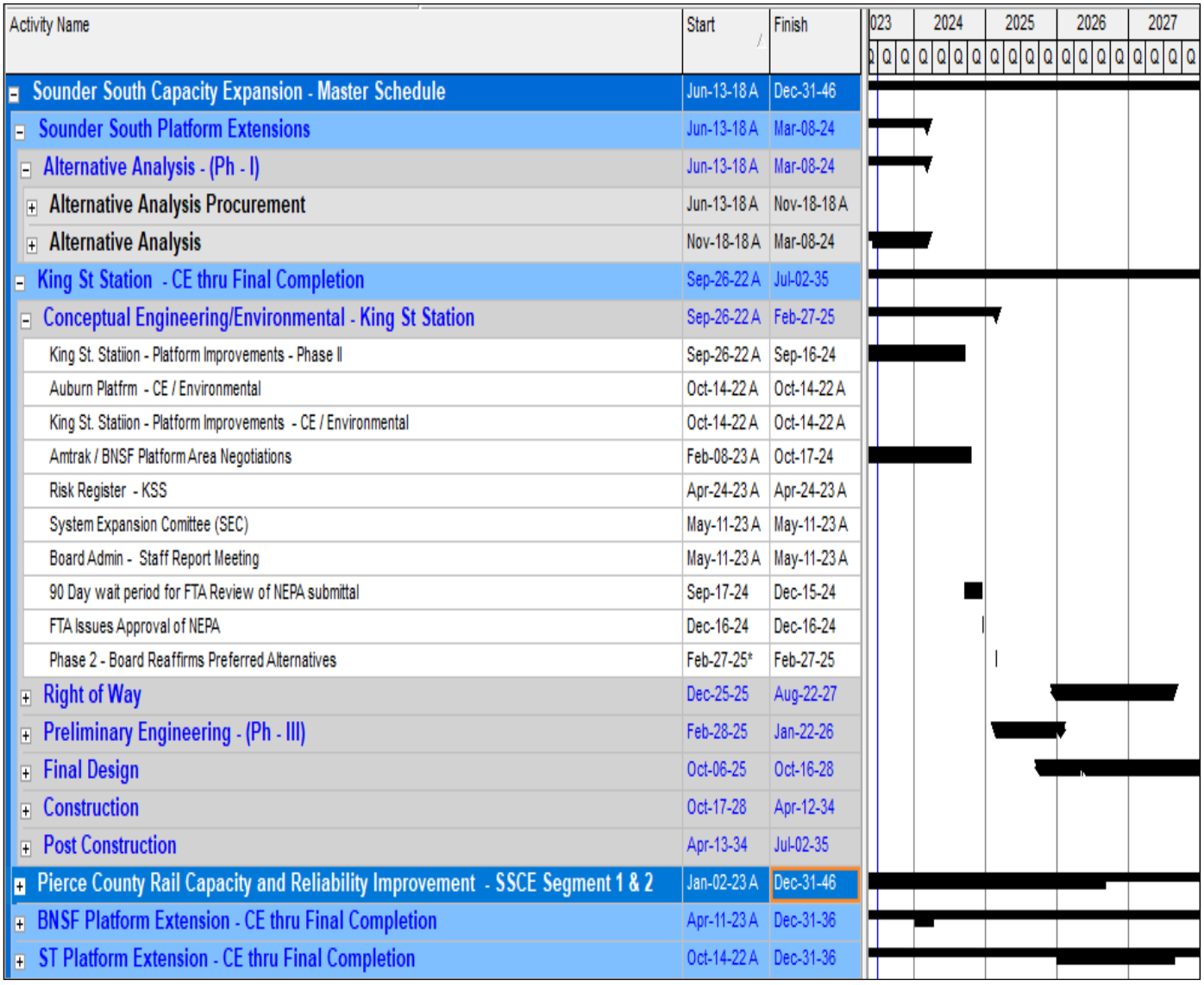
**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. Pierce County Rail Capacity and Reliability Improvement SSCE Segment 1 & 2 Schedule has been added .

The second Mainline Track Study and Report were finalized and completed on July 28, 2021. Auburn Platform Alternative Analysis was completed on Jan. 31, 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022.

Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022. Phase II started September 2022, and is expected to complete in Q3 2024. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.



Activity Name	Start	Finish
Sounder South Capacity Expansion - Master Schedule	Jun-13-18 A	Dec-31-46
Sounder South Platform Extensions	Jun-13-18 A	Mar-08-24
Alternative Analysis - (Ph - I)	Jun-13-18 A	Mar-08-24
Alternative Analysis Procurement	Jun-13-18 A	Nov-18-18 A
Alternative Analysis	Nov-18-18 A	Mar-08-24
King St Station - CE thru Final Completion	Sep-26-22 A	Jul-02-35
Conceptual Engineering/Environmental - King St Station	Sep-26-22 A	Feb-27-25
King St. Statiion - Platform Improvements - Phase II	Sep-26-22 A	Sep-16-24
Auburn Platfrm - CE / Environmental	Oct-14-22 A	Oct-14-22 A
King St. Statiion - Platform Improvements - CE / Environmental	Oct-14-22 A	Oct-14-22 A
Amtrak / BNSF Platform Area Negotiations	Feb-08-23 A	Oct-17-24
Risk Register - KSS	Apr-24-23 A	Apr-24-23 A
System Expansion Comittee (SEC)	May-11-23 A	May-11-23 A
Board Admin - Staff Report Meeting	May-11-23 A	May-11-23 A
90 Day wait period for FTA Review of NEPA submittal	Sep-17-24	Dec-15-24
FTA Issues Approval of NEPA	Dec-16-24	Dec-16-24
Phase 2 - Board Reaffirms Preferred Alternatives	Feb-27-25*	Feb-27-25
Right of Way	Dec-25-25	Aug-22-27
Preliminary Engineering - (Ph - III)	Feb-28-25	Jan-22-26
Final Design	Oct-06-25	Oct-16-28
Construction	Oct-17-28	Apr-12-34
Post Construction	Apr-13-34	Jul-02-35
Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1 & 2	Jan-02-23 A	Dec-31-46
BNSF Platform Extension - CE thru Final Completion	Apr-11-23 A	Dec-31-36
ST Platform Extension - CE thru Final Completion	Oct-14-22 A	Dec-31-36

Risk Management

The following are the top project-wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The staffing variance is attributed to the majority of the SSCE Program's conceptual engineering and environmental activities being on pause from Q1 2022 to Q3 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.4	(0.6)
Consultants	8.7	5.8	2.9
TOTAL	12.5	10.1	2.4

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Sounder Commuter Rail
South Tacoma Access Improvements

Project Summary

Scope

This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase

Planning Phase 2—Conceptual Engineering and Environmental Review

Budget

$5.8 Million

Schedule

Target Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



South Tacoma Station in Pierce County

Key Project Activities

- Started review of draft conceptual designs.
- Started developing the SPEA check-list.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by $93K with the majority of the amount coming from staff costs, Phase 2 —Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	$1.8	$0.8	$0.8	$1.8	$0.0
Preliminary Engineering	$3.6	$3.0	$1.8	$3.6	$0.0
Final Design	$0.0	$0.0	$0.0	$0.0	$0.0
Construction Services	$0.0	$0.0	$0.0	$0.0	$0.0
3rd Party Agreements	$0.1	$0.0	$0.0	$0.1	$0.0
Construction	$0.0	$0.0	$0.0	$0.0	$0.0
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$0.3	$0.3	$0.0	$0.3	$0.0
Total	**$5.8**	**$4.1**	**$2.7**	**$5.8**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

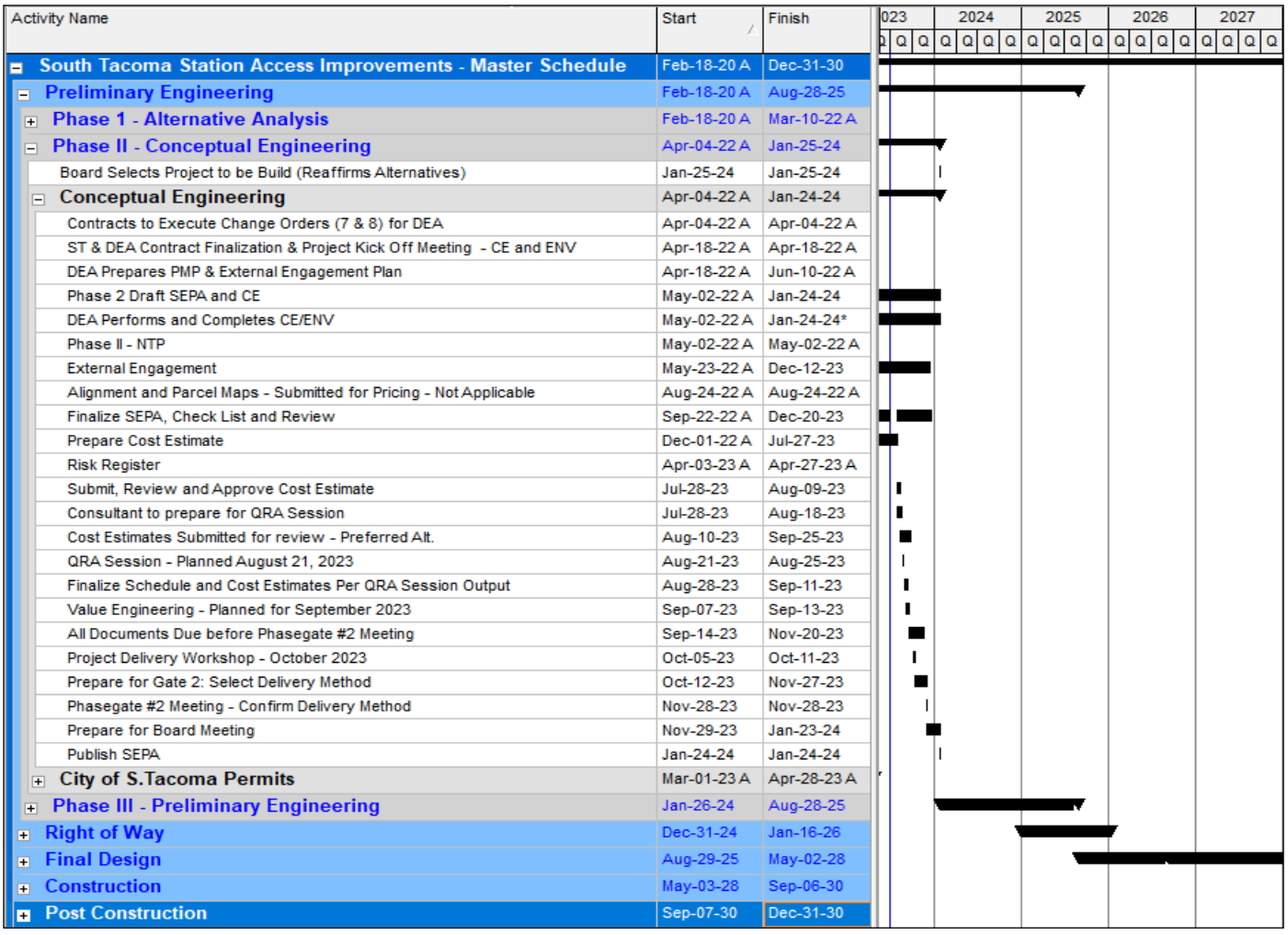
Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project in March 2022.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagement, environmental, conceptual design, and methodology reports.

Selection of delivery method is expected early Q4 2023. Board selection of projects to be built is planned for Q1 2024.

The target open for service date is planned for Q4 2030.



Activity Name	Start	Finish
South Tacoma Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30
Preliminary Engineering	Feb-18-20 A	Aug-28-25
Phase 1 - Alternative Analysis	Feb-18-20 A	Mar-10-22 A
Phase II - Conceptual Engineering	Apr-04-22 A	Jan-25-24
Board Selects Project to be Build (Reaffirms Alternatives)	Jan-25-24	Jan-25-24
Conceptual Engineering	Apr-04-22 A	Jan-24-24
Contracts to Execute Change Orders (7 & 8) for DEA	Apr-04-22 A	Apr-04-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-18-22 A	Apr-18-22 A
DEA Prepares PMP & External Engagement Plan	Apr-18-22 A	Jun-10-22 A
Phase 2 Draft SEPA and CE	May-02-22 A	Jan-24-24
DEA Performs and Completes CE/ENV	May-02-22 A	Jan-24-24*
Phase II - NTP	May-02-22 A	May-02-22 A
External Engagement	May-23-22 A	Dec-12-23
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A
Finalize SEPA, Check List and Review	Sep-22-22 A	Dec-20-23
Prepare Cost Estimate	Dec-01-22 A	Jul-27-23
Risk Register	Apr-03-23 A	Apr-27-23 A
Submit, Review and Approve Cost Estimate	Jul-28-23	Aug-09-23
Consultant to prepare for QRA Session	Jul-28-23	Aug-18-23
Cost Estimates Submitted for review - Preferred Alt.	Aug-10-23	Sep-25-23
QRA Session - Planned August 21, 2023	Aug-21-23	Aug-25-23
Finalize Schedule and Cost Estimates Per QRA Session Output	Aug-28-23	Sep-11-23
Value Engineering - Planned for September 2023	Sep-07-23	Sep-13-23
All Documents Due before Phasegate #2 Meeting	Sep-14-23	Nov-20-23
Project Delivery Workshop - October 2023	Oct-05-23	Oct-11-23
Prepare for Gate 2: Select Delivery Method	Oct-12-23	Nov-27-23
Phasegate #2 Meeting - Confirm Delivery Method	Nov-28-23	Nov-28-23
Prepare for Board Meeting	Nov-29-23	Jan-23-24
Publish SEPA	Jan-24-24	Jan-24-24
City of S.Tacoma Permits	Mar-01-23 A	Apr-28-23 A
Phase III - Preliminary Engineering	Jan-26-24	Aug-28-25
Right of Way	Dec-31-24	Jan-16-26
Final Design	Aug-29-25	May-02-28
Construction	May-03-28	Sep-06-30
Post Construction	Sep-07-30	Dec-31-30

Community Engagement

- We staffed information booths at the Edison Elementary Bike Rodeo, Manitou Elementary Bike Rodeo and the City of Tacoma Water Flume Line Trail Party.
- We are planning for fall outreach.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the conceptual plans and reports are still under development and not ready for staff review. Staff are continuing to work on laying out assumptions for the improvements that will inform the conceptual design and are also developing materials for the upcoming activities planned for later in the year. As the conceptual design advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.3	1.5	(0.2)
Consultants	4.0	3.4	0.6
TOTAL	5.3	4.9	0.4

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Project Summary

Scope The project provides additional commuter parking at the Sounder stations located in the cities of Sumner, Kent and Auburn. All three locations will have a new multi-story garage and potentially some amount of new surface parking stalls with the goal of building up to the environmentally cleared stall count within the project budget. Additionally, the project includes vehicular and pedestrian access improvements to the rail stations, non-motorized improvements, and associated utility, roadway, traffic, stormwater, lighting, and landscape improvements. The Kent station also includes an option to include scope for a bus layover facility for King County Metro.

Phase Complete Environmental / Enter Design & Construction

Budget $359.7 Million

Schedule Q2 2027



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements

Key Project Activities

- Continued Temporary Construction Easements (TCEs) negotiations.

Sumner:

- Continued coordination with City of Sumner for design review application.
- 60% site design package completed.
- 60% building design package submitted.
- Conditional Use Permit (CUP) public notice ended and public comments were received by the City of Sumner.

Kent:

- Completed evaluations of proposals from shortlisted design-build proposers.
- Continued coordination with King County Metro on a funding agreement for a bus layover to be incorporated into the project as a Betterment.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- City of Auburn real property interests are in negotiations.



Auburn Station Parking & Access Improvements

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by $1.0M. The incurred cost increased from $43.3M to $44.4M. The majority of this period's costs are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner Station design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$29.1	$29.1	$9.9	$9.8	$29.1	$0.0
Preliminary Engineering	$8.4	$8.4	$8.2	$8.2	$8.4	$0.0
Final Design	$1.0	$1.0	$0.0	$0.0	$1.0	$0.0
Construction Services	$29.1	$29.1	$10.1	$3.5	$29.1	$0.0
3rd Party Agreements	$8.2	$8.2	$7.9	$6.4	$8.2	$0.0
Construction	$258.2	$258.2	$49.6	$5.8	$258.2	$0.0
ROW	$25.7	$25.7	$11.1	$10.7	$25.7	$0.0
Total	**$359.7**	**$359.7**	**$96.8**	**$44.4**	**$359.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$135.3	$135.3	$39.6	$3.8	$135.3	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$85.1	$85.1	$6.3	$0.5	$85.1	$0.0
50 Systems	$5.1	$5.1	$0.0	$0.0	$5.1	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$225.5**	**$45.9**	**$4.3**	**$225.5**	**$0.0**
60 ROW, Land	$24.5	$24.5	$11.1	$10.7	$24.5	$0.0
80 Professional Services	$92.5	$92.5	$39.8	$29.3	$92.5	$0.0
90 Unallocated Contingency	$17.2	$17.2	$0.0	$0.0	$17.2	$0.0
Total (10 - 90)	**$359.7**	**$359.7**	**$96.8**	**$44.4**	**$359.7**	**$0.0**

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of $77.0M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects no change.

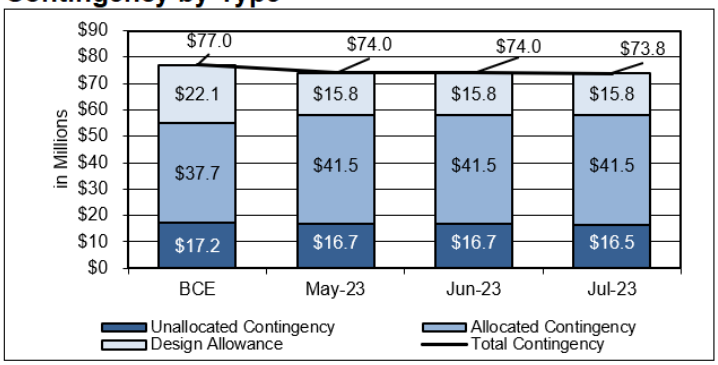
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC was reduced by $150K due to ROW relocation costs.

Contingency Status (Monthly)

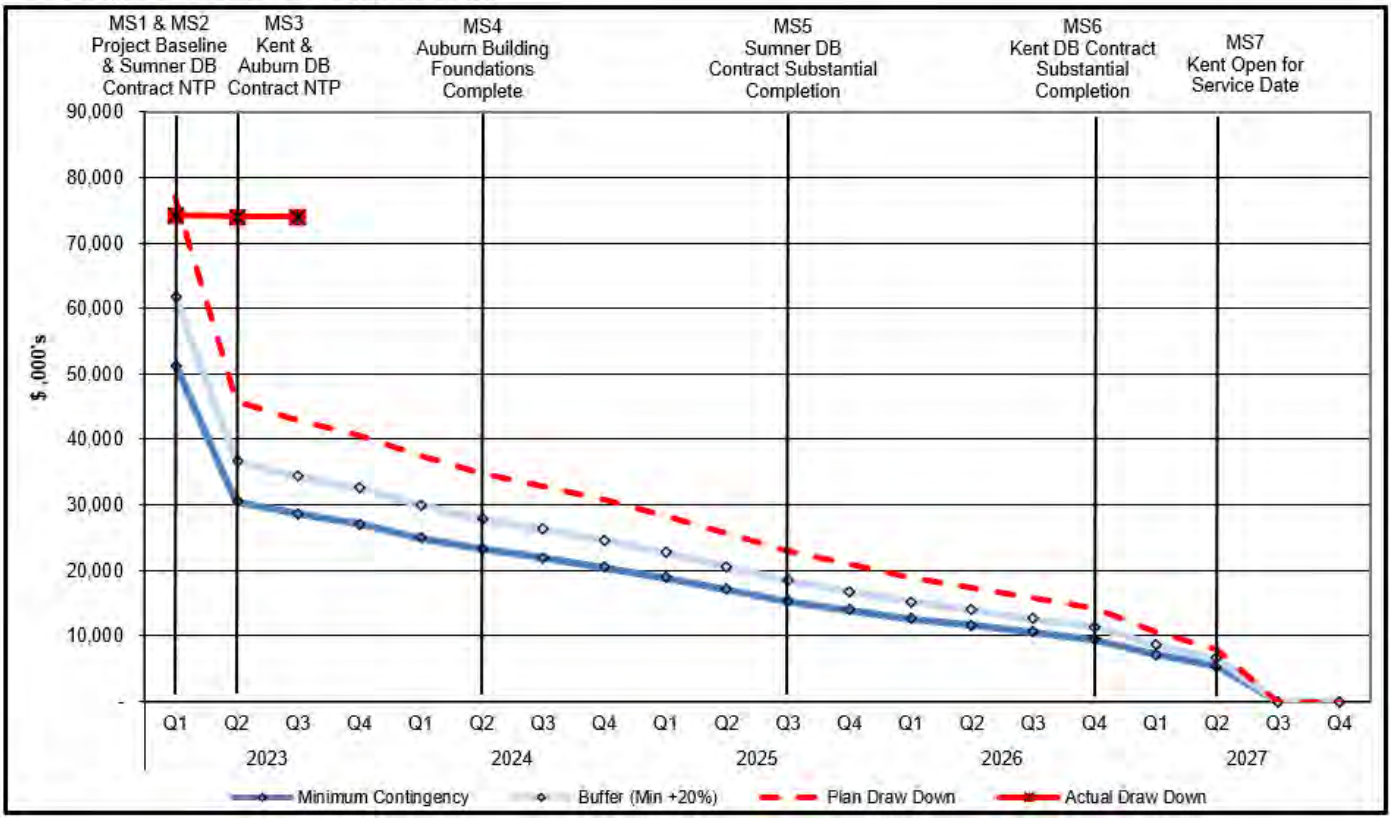
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$22.1	6.1%	$15.8	5.0%
Allocated Contingency	$37.7	10.5%	$41.5	13.2%
Unallocated Contingency	$17.2	4.8%	$16.5	5.2%
Total:	**$77.0**	**21.4%**	**$73.8**	**23.4%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



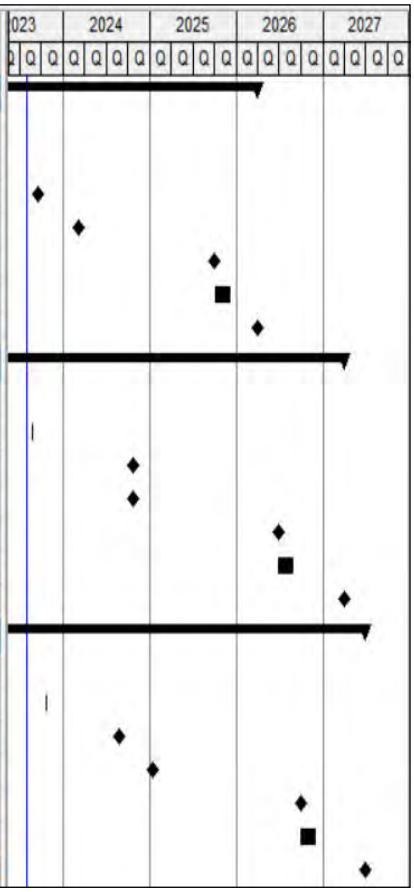
Project Schedule

Board approved Baseline for the combined three projects on Jan. 26, 2023. The Approved Baseline open for service schedules are Sumner - Q1 2026, Auburn - Q1 2027, and Kent - Q2 2027. Milestone schedules for the combined three projects are shown below.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn Proposals were received in March 2023. Notice of Intent to Award to Auburn Contractor was issued end of June 2023. Kent revised proposals were received and reviewed in July. Sumner Design-Build Notice to Proceed was in February 2023. Sumner design-build firm is currently working on 100% design of Foundation, Site Work, Structural and Architectural Packages and Permitting.

Auburn Notice to Proceed is expected in Q3 2023. Kent Notice to Proceed is expected in Q4 2023.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB MS Baseline - B	Jan-26-23 A	Mar-31-26
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Sep-19-23	
MS03B All Issue For Construction (IFC) Design Packages Complete		Mar-07-24
MS01 Commissioning Complete - Substantially Complete (MS Review)		Oct-02-25*
Operational Readiness Period	Oct-03-25	Dec-01-25
Open for Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Mar-30-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Auburn	Aug-25-23	Aug-25-23
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Oct-21-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Oct-22-24
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jun-26-26*
Operational Readiness Period	Jun-27-26	Aug-25-26
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		Mar-30-27
S300035 - Kent Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Jun-30-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Kent	Oct-23-23	Oct-23-23
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Aug-22-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Jan-14-25
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Oct-01-26
Operational Readiness Period - Kent	Oct-02-26	Nov-30-26
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27



Risk Management

The following are the top project wide risks:

- Permitting process could delay project.
- Project changes that occur during final design that require additional environmental review could delay project.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Complexity of property acquisition could result in a project delay and cause budget overrun in Auburn.
- Constrained staffing resources could impact project delivery.

Closely Monitored Issues

- City of Kent project staff are open to discussion on early design deviations identified as critical to the project.
- Sumner design application review process has required extensive coordination.
- Complexity of property acquisition in Auburn could result in a project delay and cause budget overrun.

Community Engagement

- Sumner: We are planning for outreach this fall about garage designs and construction.
- Kent: We staffed an information booth at Kent Cornucopia Days on July 16 and spoke with local residents about the garage and other Sound Transit projects.
- Auburn: We are monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less than anticipated level of effort by Sound Transit staff and consultants due to availability constraints of resources.

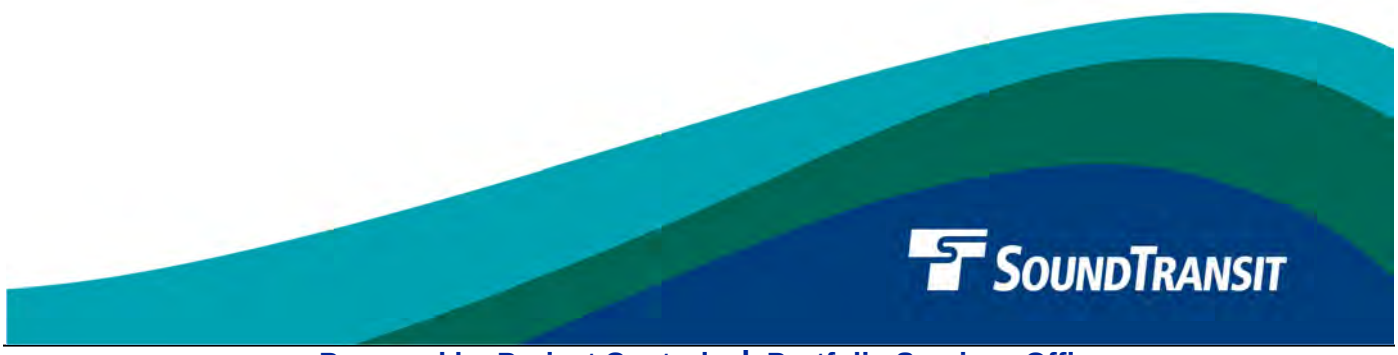
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.0	14.4	7.6
Consultants	16.9	9.3	7.6
TOTAL	38.9	23.7	15.2

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Progress Report
Capital Program Support



Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date	Status	Balance Remaining
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	616,446,915	Active	67,923,726
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,999,999	Active	0
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	671,983,701	07/29/2022	665,797,459	Active	6,186,242
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	471,983,701	07/29/2022	337,452,038	Active	134,531,663
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Expansion	5,600,000	12/13/2019	2,339,461	Active	3,260,539
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active	5,400,000
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partner	2,000,000	12/31/2020	368,977	Active	1,631,023
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active	4,800,000
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvements	1,500,000	09/10/2021	-	Active	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	-	Active	7,255,465
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARSI/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	843,076	Active	578,424
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	3,668,478	09/15/2022	3,668,478	Active	-
REGIONAL EXPRESS	WA-2023-005	SRTC CN Earmark	3,000,000	03/09/2023	-	Active	3,000,000
REGIONAL EXPRESS	WA-2023-006	I-405 Bus Rapid Transit- Bus Procurement	8,437,097	03/22/2023	-	Active	8,437,097
LINK LIGHT RAIL	WA-2023-007	NE 130TH ST STATION	1,180,650	03/22/2023	-	Active	1,180,650
REGIONAL EXPRESS	WA-2023-008	SRTC CN, 405 Buses 5339	12,924,801	03/31/2023	-	Active	12,924,801
LINK LT RAIL & REGIONAL EXPRESS	WA-2023-014-00	Next Gen ORCA and ORCA Lift	4,152,000	05/23/2023	-	Active	4,152,000
REGIONAL EXPRESS	WA-2023-016	522 BRT BEBs Procurement	6,272,690	06/01/2023	-	Active	6,272,690
		TOTAL FEDERAL TRANSIT AUTHORITY	**1,970,950,723**		**1,701,916,403**		**269,034,320**
OTHER FEDERAL							
SOUNDER COMMUTER RAIL	69A36523420120CF	PC RAIL CAP/RAIL RELIABILITY IMPROV	10,000,000	04/01/2023	-	Active	10,000,000
REGIONAL FUND	EMW-2019-RA-000	ATAT, Crit Event OT, Fac Hardening	1,315,813	09/01/2019	1,315,813	Active	-
REGIONAL FUND	EMW-2020-RA-000	Crit Event OT, CEDO	642,738	08/10/2020	466,513	Active	176,225
REGIONAL FUND	EMW-2022-RA-000	DSTT, CEDO	2,963,635	09/06/2022	-	Active	2,963,635
		TOTAL OTHER FEDERAL	**14,922,186**		**1,782,326**		**13,139,860**
STATE							
REGIONAL FUND	8275-2023-1	Stride BRT NM&TSP 23-25 RMGP	4,818,281	07/01/2023	-	Active	4,818,281
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-	Active	197,000
		TOTAL STATE	**5,015,281**		-		**5,015,281**
		TOTAL ALL GRANTS	**1,990,888,190**		**1,703,698,729**		**287,189,461**

Above table as of Q2 2023. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2023, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

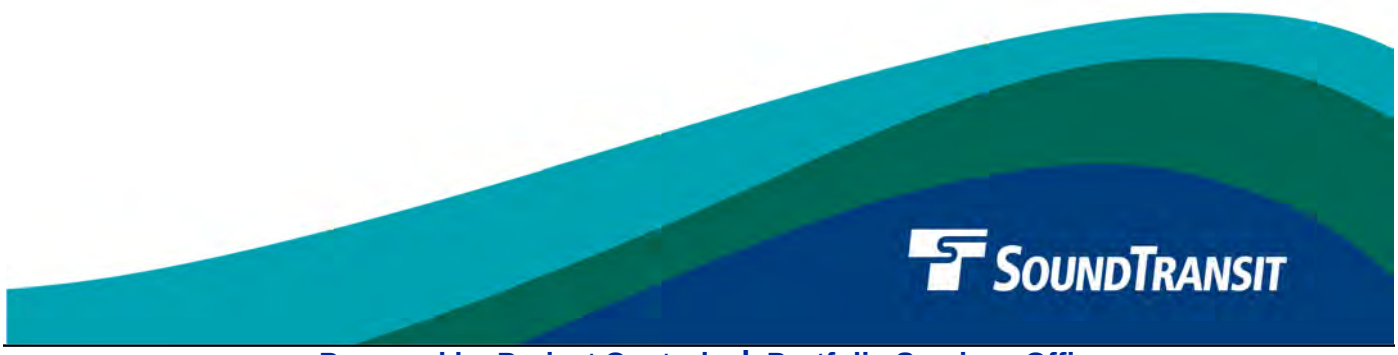
Key Q2 2023 Accomplishments and Activities

- Finalized work on the Zero Emission Bus Transition Plan work, and prepared scoping for an implementation plan.
- Finalized data collection and analysis for the 2022 Annual Sustainability Progress Report and greenhouse gas inventory.
- Completed the ESMS internal audit with no major or minor findings, and two suggestions.
- Celebrated Earth Month by hosting several lunch and learns and staff tours.

Key Upcoming Activities for Q3 2023

- Present the Sustainability Progress Report to the Board of Directors.
- Launch an internal Zero Emissions Bus working group, and participate in the Zero Emissions Bus sub-committee of the Mobility Executive Partnership.
- Prepare for ESMS External Audit.
- Begin program strategy for Efficiency and Sustainability Program.

Progress Report
Acronyms



AA	Alternative Analysis
AHU	Air Handling Units
AHJ	Authority Having Jurisdiction
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CCTV	Close Circuit Television
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design-Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IDS	International District Station
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MBT	Mount Baker Tunnel
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MI	Mercer Island
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit

NB	Northbound
NCR	Notification of Change Report
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PA	Public Address System
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
P&R	Park and Ride
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
RSD	Revenue Service Date
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SOW	Scope of Work
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy and Witbeck, Inc.
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TPSS	Traction Power Substations
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VAV	Variable Air Volume
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management System
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation